

# The Hongkong Telegraph.

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TUESDAY, JULY 25 1911.

二拜禮

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| REUTER'S<br>TELEGRAMS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 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| <b>HOME POLITICS.</b><br><br><b>THE PARLIAMENT BILL.</b><br>[SERVICE TO THE "TELEGRAPH."] London, July 24, 7 a.m.<br>Lord Curzon, in a letter to "The Times," defends, at length, the policy of not forcing a creation of Peers, and appeals to those differing from his views to place the true interests of the country above immediate Party considerations.<br>He expresses the belief that the country has only to see the Bill in operation for a few years in order to be convinced of its arbitrariness and injustice.<br>"If the new Peers are created," continues his Lordship, "we prevent this by substituting machinery infinitely more dangerous and more despotic. We expedite and render certain Home Rule and Disestablishment and gratuitously increase the Government's power for mischief."<br>He denies that the creation of new Peers would hasten reform, as the whole Party machinery in both Houses would be exercised to perpetuate conditions so advantageous to the Radicals.<br>Finally the creation of Peers would drag the Throne into Party politics and inevitably, however wrongly, cause resentment against the Crown.<br><br><b>GOVERNMENT'S ACTION POSTPONED.</b><br>London, July 24, 7 a.m.<br>It is the intention of the Government to postpone the rejection of the Lords' amendments for a few days.<br>It appears to be confirmed that the Government are considering their line of action with a view to the movements within the Unionist Party.<br>A hustling policy would probably defeat its own ends.<br><br><b>SCENE IN THE COMMONS.</b><br>London, July 24, 7.15 p.m.<br>The scene in the House of Commons was one of exceptional | animation and excitement. The House was thronged. The Premier, Mr. H. H. Asquith, on entering was greeted by Ministerialist cheers and the frantic waving of handkerchiefs.<br>Mr. A. J. Balfour, Leader of the Opposition, got an equal ovation.<br><br><b>A STORMY HOUSE.</b><br>London, July 25, 7.10 a.m.<br>The scene in the House of Commons last night was one of the stormiest ever witnessed.<br>Mr. H. H. Asquith, the Premier, stood at the table for twenty minutes and essayed frequently to speak, but his voice was drowned in frantic cries of "Traitor," "Dictator Reformed" and "Divide, divide," and cheers.<br>The Speaker repeatedly intervened, but with small success.<br>Ultimately Mr. Asquith began reciting the history of the Bill.<br>When he mentioned the death of King Edward, there were vehement shouts of "Who killed him? You did."<br>Mr. Asquith continued, amid such interruptions that he had to cut his speech short, merely declaring that unless the House of Lords passed the Bill with only such alterations as did not interfere with their principles, the Government would invoke the prerogative of the Crown. This declaration was greeted with cries of "Shame."<br>Mr. A. J. Balfour followed, expressing regret frankly that the Premier had not been given a hearing.<br>Mr. Balfour went on to say that the heat shown upon this occasion was excusable but the excess was to be deprecated.<br>The Government at one stroke, if they misused the prerogative of the Crown, destroyed the independence of the Second Chamber and arrogated to themselves powers possessed by no Republican dictator.<br>Sir Edward Grey, Foreign Secretary, moved the adjournment of the House.<br>Mr. F. E. Smith (Conservative) then rose, but his voice was drowned by the shouts of the Ministerialists. | Thereupon the Speaker suspended the sitting.<br>It is not expected that the discussion of the Lords' amendments will be resumed for several days, but it is expected that the interval will be utilized for negotiations.<br><br><b>PREMIER'S INTERRUPTED SPEECH.</b><br>London, July 25, 8.55 a.m.<br>Mr. Asquith's interrupted speech has been communicated to the Press. In his prepared speech the Premier criticised the Lords' amendments in detail and said that taken as a whole they amounted to a rejection of the Bill and a flat negation of the decision of the country.<br>In justification, the Government would have to resort to the prerogative of the Crown as constitutional. He quoted the precedent of 1832, detailing the history thereof in order to show its identity with the present procedure.<br>"I need hardly say," the Premier meant to announce, "that we do not desire the Royal prerogative to be exercised and we trust that the necessity for it may be avoided. There can be nothing derogatory or humiliating to a great Party in admitting defeat. Nobody asks that they should accept the defeat as final. They have only to convince our countrymen that they are right and we are wrong and can repeal the Bill, believing that the chances of a satisfactory issue may thereby be improved."<br>The Premier said in conclusion that he did not propose that day to ask the House to take any action with regard to the Lords' amendments but would move the adjournment of the debate.<br><br><b>ROYAL AUDIENCES.</b><br><br><b>WITH PARTY LEADERS.</b><br>[SERVICE TO THE "TELEGRAPH."] London, July 25, 12.50 a.m.<br>First the Right Hon. A. J. Balfour, Leader of the Opposition, next Lord Lansdowne, and then the Right Hon. H. H. Asquith, Prime Minister, have had audiences with H.M. King George at Buckingham Palace. | <b>GREAT FIRE IN CONSTANTINOPLE.</b><br><br><b>FIVE THOUSAND HOUSES DESTROYED.</b><br>[SERVICE TO THE "TELEGRAPH."] London, July 24, 11.40 p.m.<br>From Constantinople it is reported that fire broke out in the city and raged for fourteen hours.<br>An area of two square miles was devastated.<br>It is roughly estimated that over five thousand houses have been destroyed.<br>The fire is the worst that has occurred in the Turkish capital since 1870, when Pera, a suburb of the city, was burned out.<br>The general staff building has been burned down.<br>There are rumours that political incendiarism was the cause of the outbreak, which took place at several points simultaneously.<br><br><b>LATER ACCOUNT.</b><br>London, July 24, 12.10 p.m.<br>A further message from Constantinople says that the conflagration broke out in Stamboul in the afternoon and was still burning at midnight, although slackening.<br>Several hundred houses have been destroyed.<br><br><b>MINISTER FOR WAR INJURED.</b><br>London, July 25, 7.15 a.m.<br>A despatch from Constantinople states that the Turkish Minister for War was injured yesterday by the fall of a burning beam.<br>To-day the fire in the wood-built quarter of Balata has been raging fiercely for five hours.<br><br><b>AEROPLANE RACE.</b><br><br><b>HENDON TO EDINBURGH.</b><br>[SERVICE TO THE "TELEGRAPH."] London, July 24, 10.45 p.m.<br>Seventeen airmen started in the aeroplane race from Hendon to Edinburgh.<br>Vedrine reached Edinburgh in exactly seven hours, and Bannant in seven hours and twenty minutes, including compulsory landings, each of half an hour's duration, at Harrogate and Newcastle.<br>The Englishman, Valentino, finished in twelve hours.<br>The remainder of the entrants broke down at various points. | <b>HOME RACING.</b><br><br><b>STEWARDS' CUP.</b><br>[SERVICE TO THE "TELEGRAPH."] London, July 24, 10.15 p.m.<br>For the Stewards' Cup race (six furlongs), ran this afternoon at Goodwood, the following were the probable starters and jockeys:—<br>Golden Rod, F. Templeman.<br>Morentio, Trigg.<br>Hallaton, Saxby.<br>Poor Boy, Maher.<br>William Rex, Donoghue.<br>Sunningdale, F. Wootton.<br>Prince Sam, Munroe.<br>Runnymede, Rickaby.<br>Levanger, William (Griggs).<br>Saint Anton, Watts.<br>Falsio II, Whalley.<br>Great Surprise, Duller.<br>Borrow, Martin.<br>Braxted, Winter.<br>Mount Felix, Ringstead.<br>Quadi Halfa, Calder.<br>Vesta, Bowley.<br>Saint Mac, Longhurst.<br>Jockeys have not yet been selected for Spanish Prince and Romney.<br><br><b>THE BETTING.</b><br>London, July 24, 6.55 p.m.<br>The betting in the Stewards' Cup is as follows:—<br>9 to 1 against Morentio and Borrow.<br>16 to 1 Poor Boy.<br>100 to 9 Runnymede.<br>100 to 8 Sunningdale, Romney and Great Surprise.<br>100 to 7 Vesta.<br><br><b>THE MONSOON IN INDIA.</b><br><br><b>ANXIETY IN BOMBAY.</b><br>[SERVICE TO THE "TELEGRAPH."] London, July 24, 2.20 a.m.<br>Bombay messages say that the weakness and intermittent character of the monsoon is causing increasing anxiety everywhere.<br><br>[In India, the south-west monsoon generally bursts about the end of May in a succession of tremendous thunderstorms with heavy rains, the rainy season lasting for two or three months. The failure or weakness of the monsoon involves the probability of a water famine.] | <b>FISHER ON IMPERIALISM.</b><br><br><b>OFFENDS AUSTRALIAN PRESS.</b><br>[SERVICE TO THE "TELEGRAPH."] London, July 24, 6.50 p.m.<br>The Hon. Andrew Fisher, Prime Minister of Australia, in the course of an interview published in the "Review of Reviews," said that the so-called British Empire is not an Empire.<br>"We are," he continued, "a very loose association of five nations each independent of each other, although for the time being in fraternal co-operative union with the others, but only on the condition that if at any moment, for any cause, we decide to terminate the connection, no one can say us nay."<br>"There is no necessity for us to say that we will or will not take part in England's wars."<br>"If we were threatened," he continued, "we should have to decide whether to defend ourselves or whether, if we thought the war unjust and England's enemy right, we should haul down the Union Jack, hoist our own flag, and start on our own."<br>The Sydney daily newspapers unanimously deplore and repudiate the Premier's statements, which they declare to be a gross misrepresentation of the Australian spirit and a perversion of his office.<br><br><b>MALARIA IN MOROCCO.</b><br><br><b>SPANISH TROOPS SUFFER.</b><br>[SERVICE TO THE "TELEGRAPH."] London, July 24, 2.10 p.m.<br>One hundred men belonging to the body of Spanish troops stationed at Alcazar in Morocco have been sent down to Larache, stricken down with malaria.<br>There have been three deaths.<br><br><b>FAMOUS MOTORIST KILLED.</b><br><br><b>IN FRANCE.</b><br>[SERVICE TO THE "TELEGRAPH."] London, July 24, 7 a.m.<br>M. Fournier, the noted motorist, was killed at Le Mans, in France, as the result of an accident to his car.<br>At the time of the fatality, M. Fournier was leading in the race for the Grand Prix, his automobile travelling at a rate of over sixty miles an hour. | <b>ANTI-CIGARETTE SMOKING SOCIETY.</b><br><br><b>TO BE FORMED.</b><br>[SERVICE TO THE "TELEGRAPH."] Peking, July 24.<br>Princes Tsai Tsun and Tao, the President of the Ministry of Finance and the President of the Army Board have held a conference, the object being to form an anti-cigarette smoking society.<br><br><b>SOLDIERY TO BE INCREASED.</b><br>[SERVICE TO THE "TELEGRAPH."] Peking, July 24.<br>The Viceroy of Hupoh has memorialized the Throne, asking permission to increase the number of soldiers of the garrison for the protection of the Empire.<br><br><b>TRAMWAY IN TIBET.</b><br>[SERVICE TO THE "TELEGRAPH."] Peking, July 24.<br>The Chinese Amban in Tibet has memorialized the Throne asking for a loan of \$200,000 for the construction of a tramway in Tibet.<br><br><b>THE MILITARY SCHOOLS.</b><br><br><b>GERMANS TO BE EMPLOYED.</b><br>[SERVICE TO THE "TELEGRAPH."] Peking, July 24.<br>The Army Board proposes to appoint seven German officers as advisors to the military schools in Peking.<br><br><b>VICEROY'S ILLNESS.</b><br>[SERVICE TO THE "TELEGRAPH."] Peking, July 24.<br>H. E. Hsi Liang, the former Viceroy of the three Eastern Provinces, has quite recovered from his illness and will return to Peking next month.<br><br><b>The Weather Forecast.</b><br> |



## Banks.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000  
RESERVE FUNDS.....15,000,000  
Sinking 1,000,000 at 2 1/2%  
Silver.....10,000,000  
BANKING LIABILITIES OF PRO-  
PRIETORS.....\$15,000,000

COUNCIL OF DIRECTORS:  
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G. H. Medhurst, Esq.—Deputy Chairman  
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G. Balloch, Esq. F. L. Lee, Esq.  
A. Forbes, Esq. L. A. Hicks, Esq.  
G. F. Fyfe, Esq. C. S. Gubley, Esq.

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Hongkong—N. J. STABE.  
Shanghai—H. E. H. HUNTER.  
LONDON BANKERS—LONDON COUNTY  
AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Accounts at the rate of 1 per cent.  
per annum on the daily balance.  
ON FIXED DEPOSITS:  
For 3 months, 3 1/2 per cent. per annum.  
For 6 months, 4 per cent. per annum.  
For 12 months, 4 1/2 per cent. per annum.  
N. J. STABE, Chief Manager.

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is  
conducted by the HONGKONG  
AND SHANGHAI BANKING  
CORPORATION. Rules may be obtained  
on application.

INTEREST on deposits is allowed  
at 3 1/2 per cent. per annum.  
Depositors may transfer their option  
balance of \$100 or more to the HONGKONG  
AND SHANGHAI BANK to be placed on  
FIXED DEPOSIT at 4 per cent. per  
annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
N. J. STABE, Chief Manager.

THE CHARTERED BANK OF  
INDIA, AUSTRALIA AND  
CHINA.

INCORPORATED BY ROYAL  
CHARTER 1853.

HEAD OFFICE—LONDON.  
PAID-UP CAPITAL.....£1,200,000  
RESERVE FUND.....£1,025,000  
RESERVE LIABILITIES OF  
PROPRIETORS.....£1,200,000

INTEREST ALLOWED ON CUR-  
RENT ACCOUNT at the Rate  
of 2 per cent. per annum on the Daily  
Balance.

On Fixed Deposits for 12 months,  
4 per cent.  
On Fixed Deposits for 6 months,  
3 1/2 per cent.  
On Fixed Deposits for 3 months,  
2 1/2 per cent.  
W. M. DICKSON,  
Manager.

Hongkong, 1st May, 1911. [22]

YOKOHAMA SPECIE BANK,  
LIMITED.

CAPITAL PAID-UP... Yen 24,000,000  
RESERVE FUNDS... 10,850,000

Head Office—YOKOHAMA.

Branches and Agencies  
TOKIO. HANKOW.  
Kobe. TIENTSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWCHANG.  
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SAN FRANCISCO. LAOYANG.  
HONOLULU. MUKDEN.  
BOMBAY. TIELING.  
SHANGHAI. CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of  
2 1/2 per cent. per annum on the Daily  
Balance.

On fixed deposit—  
For 12 months.....4 per cent. pa  
" 6 ".....3 1/2 " " "  
" 1 ".....2 1/2 " " "  
TAKEO TAKAMICHI,  
Manager.

Hongkong, 18th March, 1911. [18]

INTERNATIONAL BANK-  
ING CORPORATION.

CAPITAL PAID UP...Gold \$3,250,000  
RESERVE FUND.....Gold \$3,250,000

Gold \$6,500,000

HEAD OFFICE:—  
60 Wall Street, New York.  
LONDON OFFICE:—  
36, Bishopsgate.

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BANK OF ENGLAND,  
NATIONAL & COUNTY BANK,  
LIMITED.

BRANCHES AND AGENTS  
ALL OVER THE  
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THE Corporation transacts every  
description of Banking and Ex-  
change business, receives money on  
Current Account at the rate of 2 per  
cent. per annum on daily balances and  
accepts fixed deposits at the following  
rates:  
For 12 months 4 per cent. per annum.  
For 6 months 3 1/2 per cent. per annum.  
For 3 months 2 1/2 per cent. per annum.  
For 1 month 1 1/2 per cent. per annum.

GEO. HOGG,  
Manager.  
No. 9, Queen's Road Central.  
Hongkong, 22nd July, 1911. [19]

## Banks.

DEUTSCH ASIATISCHE  
BANK.

CAPITAL FULLY  
PAID-UP.....Sh. Tael 7,500,000  
HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS—BERLIN.

BRANCHES:  
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Kobe Peking Singapore Tientsin  
Tientsin Tsingtau Yokohama.

LONDON BANKERS:  
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THE UNION OF LONDON AND SMITH'S  
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DEUTSCHE BANK (BERLIN), LONDON  
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DIRECTIONS DES DISCOUNTS GEN-  
ERALE.

INTEREST allowed on Current  
Accounts. DEPOSITS received on terms  
which may be learned on application.  
Every description of Banking and  
Exchange business transacted.  
R. TIMMERSCHIEDT,  
Manager.

Hongkong, 16th Mar., 1911. [2]

THE MERCANTILE BANK OF  
INDIA, LIMITED.

Authorised Capital.....£1,500,000  
Subscribed ".....1,125,000  
Paid Up ".....562,000  
Reserve Fund.....325,000

HEAD OFFICE:  
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BRANCHES:  
Bombay. Calcutta. Singapore.  
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Kuala Lumpur, F.M.S.  
Kanton. Hongkong.  
Colombo. Shanghai.

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London Joint Stock Bank, Ltd.  
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on account of Constituents. Letters of  
Credit granted on Agents and Corres-  
pondents all over the world.

Interest allowed on Current Ac-  
counts at 2 per cent. per annum on  
Daily Balances and on Fixed Deposits  
as under—  
For 3 months 2 1/2 per cent. per annum.  
" 6 " 3 " " "  
" 12 " 4 " " "  
F. C. MACDONALD,  
Acting Manager.

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ANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

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S. B. Neill, Esq., F.I.A., Actuary.  
A strong British Corporation Registered under  
Hongkong Ordinances and under Life Assurance  
Companies Act, England.

Insurance in Force.....\$1,371,065.00  
Assets.....\$1,072,000.00  
Income for Year.....\$192,071.00  
Insurance Fund.....\$1,500,000.00  
LIFE INSURANCE CO., Ltd., District Manager.  
H. W. TAPLE, Esq., District Secretary.  
Hongkong, Canton, Macao and the Philippines.  
Alexandra Building.  
C. L. WILSON, Esq., Inspector, Hongkong.  
Advise by Board, Hongkong: Sir Paul Chater, Knt.  
C.M.G., T. F. Hoang, Esq., C. J. Leung, Esq.  
Hongkong, 21st July, 1911. [18]

## ENTERTAINMENTS.

VICTORIA  
THEATRE.ONCE MORE  
CORONATION PICTURES  
OF HONGKONG

will be shown every night until  
further notice.

COLLIERS SISTERS  
the  
CLEVER OPERATIC and  
BURLESQUE ENTERTAINERS.

Hongkong, 20th July, 1911. [1165]

## BIJOU SCENIC THEATRE.

Flower Street.  
EVERY EVENING.  
CINEMATOGRAPH  
VAUDEVILLE

GRAND CORONATION PICTURE  
OF KING GEORGE V.

9.15 p.m. 9.15 p.m.  
Miss VIOLET BONNETTA  
and

Mr. R. H. STEPHENSON.

7.15 p.m. Pictures only. 7.15 p.m.  
Electric Fans Throughout Theatre.  
See Hand Bills.

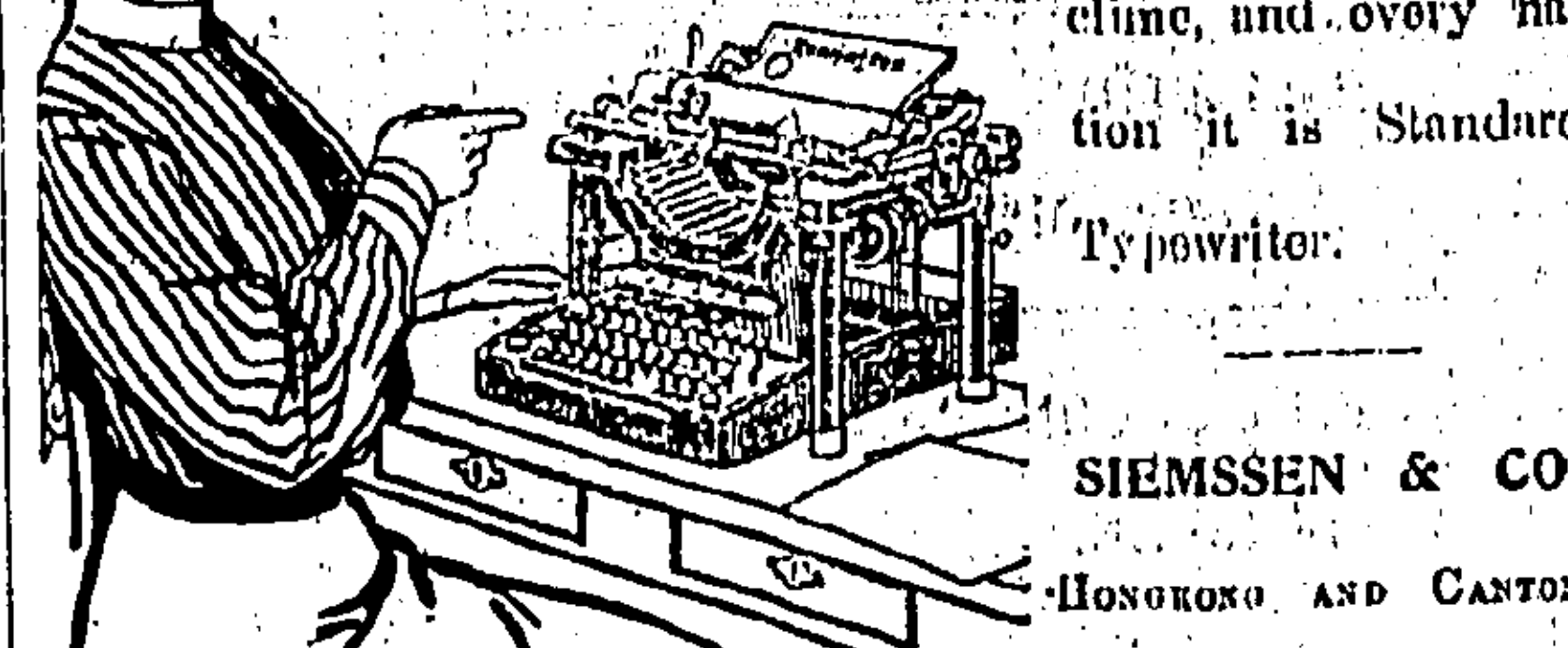
Lessons & Manager:  
BOB STEPHENSON.

Hongkong, 22nd July, 1911. [1255]

## Intimations.

## THE PATHS OF COMMERCE

even to the utmost parts of the Earth are  
followed by the REMINGTON. In every  
line, and every na-  
tion it is Standard  
Typewriter.



SIEMSEN & CO.,  
HONGKONG AND CANTON.

General Agents for the Remington Typewriter Co.

For Sight Seeing in an Up-to-date  
MOTOR.

RING UP 1036.

## THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911. [1058]

## YOUR GLASSES

should give rest and comfort to your eyes.  
If they do and if the mountings are  
properly adjusted, they

## ARE ALL RIGHT

Do not be satisfied unless they ARE.  
There is no comfort in spectacles that  
are merely "good enough." They are  
either RIGHT

## OR ALL WRONG

If in need of changes, adjustments, or  
repairs, come and see us at our new  
location in York Buildings, between  
Kelly & Walsh and Montrose's.



33

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EGYPTIAN CIGARETTES.

MILD-AROMATIC-PURE.

## MASPERO FRERES, LTD.,

CAIRO.

THE BERNESE ALPS MILK CO  
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## "No. 10" SCOTCH WHISKY.

BOTTLED AT DUNDEE, SCOTLAND.  
Agents: F. BLACKHEAD & CO.,  
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## WEISMANN, LIMITED.

BAKERS  
CONFECTIONERS  
CATERERS  
RESTAURANTEURS

14, Des Vaux Road Central.

Hongkong, 20th April, 1911. [1097]

## Public Companies.

THE HONGKONG LAND IN-  
VESTMENT & AGENCY  
COMPANY, LTD.

AN INTERIM DIVIDEND of  
Three and a half Dollars per  
Share for the Six months ending 30th  
June, will be payable on SATURDAY,  
29th July, on which date Dividend  
Warrants may be obtained on applica-  
tion at the Company's office.

The TRANSFER BOOKS of the  
Company will be CLOSED from  
THURSDAY, the 20th July, to  
SATURDAY, the 29th July (both  
days inclusive), during which period no  
transfer of shares can be registered.  
By Order of the Board of Directors.  
A. SHELTON HOOPER,  
Secretary.

Hongkong, 11th July, 1911. [1265]

THE WEST POINT BUILDING  
COMPANY, LIMITED.

AN INTERIM DIVIDEND of  
Two Dollars per Share for the  
Six months ending 30th June, will be  
payable on SATURDAY, 29th July,  
on which date Dividend Warrants may  
be obtained on application at the Com-  
pany's office.

The TRANSFER BOOKS of the  
Company will be CLOSED from  
THURSDAY, the 20th July, to  
SATURDAY, the 29th July (both  
days inclusive), during which period no  
transfer of shares can be registered.  
By Order of the Board of Directors.  
A. SHELTON HOOPER,  
Secretary to the Hongkong Land  
Investment & Agency Com-  
pany, Limited.

General Agents for the West Point  
Building Company, Limited.  
Hongkong, 11th July, 1911. [1265]

HONGKONG, CANTON AND  
MACAO STEAMBOAT COM-  
PANY, LIMITED.

NOTICE TO SHAREHOLDERS:  
THE NINETEENTH ORDINARY  
HALF-YEARLY MEETING  
of SHAREHOLDERS in the Com-  
pany will be held at the Office of the  
Company, Hotel Mansions, on TUES-  
DAY, the 8th August, at 12 o'clock  
noon, for the purpose of receiving a  
Report of Directors, together with a  
Statement of Accounts, declaring a  
Dividend, and electing Directors and  
Auditors.

The TRANSFER BOOKS of the  
Company will be CLOSED from 25th  
July to 8th August, both days in-  
clusive.  
By Order of the Board of Directors,  
W. E. CLARKE,  
Secretary.

Hongkong, 11th July, 1911. [1254]

GRANITE &  
MARBLE

Monuments Repairs  
& CLEANING  
UNDERTAKEN.  
WREATHS.  
[874]

ICE CREAMS

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## THE ALEXANDRA CAFÉ.

16, Des Vaux Road Central (next Hongkong Hotel). [1191]

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MEE CHEUNG,  
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TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.  
Hongkong, 1st May, 1911. [1098]

OUR  
CONTEMPORARIES

What They Think

China Mail.

## The Veto Crisis.

The Bill is apparently only the  
forerunner of further reforms.  
It limits and restricts the power of  
the Peers, especially in dealing  
with financial measures, but its  
preamble makes it quite clear  
that the Government later on in-  
tends to tackle the larger question  
of the constitution of the Upper  
Chamber. This tampering with  
the British Constitution is to be  
greatly regretted. In the con-  
sciousness of its strength of mem-  
bers, Mr. A. Smith's heterogeneous  
mass of followers is carrying  
out a policy which is with-  
out doubt repugnant to the  
better sense of the nation. The  
Unionists throughout the country  
are to a man opposed to this inter-  
meddling with established rights  
and privileges, and that this is the  
feeling of a big section of the  
electorate is obvious when it is  
borne in mind that Mr. Balfour's  
party in the House of Commons is  
numerically as strong, if not  
stronger, than the forces of  
Liberalism. Yet, aided by its  
Irish and Labour allies, the  
Government is wilfully going  
against the best thought of the  
country.

Daily Press.

## Wei-hai-wei.

The Commissioner's Report on  
the Territory of Wei-hai-wei for  
1910, which has just reached us  
from London, contains no state-  
ment bearing upon the subject of  
its possible cession to China,  
about which so much has been  
heard during the past twelve  
months in connection with the  
schemes for the reorganisation  
and development of the Chinese  
Navy. Nor has there been any  
confirmation of the Chinese re-  
ports from any other British  
source. But the possibility of the  
restoration of the territory to  
China has always been recog-  
nised. Mr. Johnston, the Dis-  
trict Officer, in his interesting  
book entitled "The Lion and  
Dragon in Northern China,"  
has pointed out that Wei-hai-wei  
is not officially recognised as an in-  
tegral portion of the King's  
Dominions beyond the Seas.  
"Though occupied and adminis-  
tered by Great Britain, its inhabitants  
are not, with technical accuracy,  
to be described as British sub-  
jects." Wei-hai-wei, Mr. Johnston  
observes, has never been ceded  
to the British Crown, and "when  
it is restored to China the British  
Crown will suffer no diminution  
of its lustre, though doubtless un-  
justifiable murmurs will be heard  
concerning the damage to British  
prestige."

South China Morning Post.

## Standard Contract Form.

The good old days of in-  
dependent trading in China are  
rapidly undergoing a change and  
merchants are finding it more and  
more necessary, in order to safe-  
guard their interests, to conform  
to certain uniform standards of  
conducting business if they are to  
continue to be successful. Recently  
the members of the Cham-  
ber of Commerce met to consider  
an important resolution, the  
object of which is to create a  
standard form of contract for  
exporters of Chinese produce  
other than tea, silk, etc. The  
resolution binds the members  
to include in all contracts with  
Chinese merchants after 1st  
September, a clause providing for  
arbitration by independent ex-  
perts in the event of goods, on  
arrival at their destination, not  
agreeing as to description, quality  
assortment, weight, etc., with the  
order placed. The non-inclusion  
of such a clause in contracts hith-  
erto made has led, we understand,  
to frequent harassing litigation  
and grievous misunderstandings  
between dealers and exporters,  
and it will be clearly recognised  
that the addition of such a clause  
is intended to obviate as much of  
this as possible.



## A RARE EVENT.

Mr. H. Bottomley Loses a Case.

## Heavy Damages for Dead Man's Daughter.

The hearing of the action against Mr. Horatio Bottomley, M.P., for the recovery of £57,835, before the Lord Chief Justice and a special jury, terminated recently in a verdict against him, with £50,000 damages. A stay of execution was granted on conditions, the defendant desiring to appeal.

The plaintiff, Mrs. Eleanor Frances Curtis, the wife of a barrister, of Norfolk-crescent, Hyde Park, suing as executrix of the will of her father, the late Mr. Robert Edward Master, a retired Madras Civil Servant, who died in November last at the age of eighty-four, alleged that Mr. Bottomley obtained the £57,835 by inducing her father to purchase worthless shares in various companies by false and fraudulent representations.

Mr. Bottomley, in his defence, denied making the representations alleged, and said that if they were made they were not false to his knowledge.

Mr. Bottomley appeared in person.

Counsel for the plaintiff, Mr. Ritter and Mr. Clifton Roberts.

After evidence for the plaintiff had been called Mr. Bottomley submitted there was no case to go to the jury. The Lord Chief Justice ruled otherwise and Mr. Bottomley intimated that he offered no evidence.

## Mr. Bottomley's New Title.

Mr. Ritter proceeded to address the jury. Mr. Bottomley, he said, before the transactions in question were begun, wrote that he wanted to recoup the losses of those who had had previous dealings with him, and that those who had supported him were reaping the reward of their loyalty and patience. The corresponding entry in the diary was: "Went to see Mr. Bottomley; he was most cordial, and made proposals to repay my losses." The letters showed that what was said to Mr. Master was in effect: "You buy these shares. Do not trouble about paying for them. Give us your acceptances; the shares are so good that we shall sell at a profit before the acceptances fall due." It was shown now that the defendant, infirm old man was being fooled. No wonder Mr. Bottomley dare not go into the witness-box.

They could now understand, counsel thought, why some of the payments were made by Mr. Master to Mr. Bottomley and his nominee, and some to Mr. Hooley and his nominee. Those two men were joint criminal conspirators, and they were sharing in the plunder. Between this pair, from February 20, 1907, to July 3, 1907, the unfortunate old man lost the greater part of his fortune—over £57,000—to Mr. Bottomley, and a great deal to Mr. Hooley.

He hoped that, after the case had been concluded, an enquiry would be held and Mr. Bottomley landed in the dock and made liable to a long term of penal servitude.

Mr. Bottomley:—Have you any idea as to the length of the term?—(loud laughter.)

Concluding Mr. Ritter said, "I ask you to bring him to book—the cleverest thief in Europe."

## Eternal Blackmailing Claims.

Mr. Bottomley said that the learned counsel (Mr. Ritter), under the privilege of his gown, which he had abused most shamefully, would have had the opportunity of branding him as "a liar and a perjurer" as well as a criminal conspirator. Counsel had more than once expressed his strong opinion that many of the things he (Mr. Bottomley) was alleged to have done did bring him within the pale of the criminal law, and that instead of pleading before them in the High Court he ought to be addressing them from the criminal dock. "If that ever occurs, gentlemen," said Mr. Bottomley, "I trust it may be my good fortune to have him as my prosecutor." (Much laughter.)

The Lord Chief Justice protested against the laughter.

Mr. Bottomley went on to say that he hoped the day was not far distant when people who brought

charges must be prepared to prove them. "I am tired of those eternal blackmailing claims," said Mr. Bottomley, "made in the hope that rather than face publicity and all sorts of offensive suggestions made against me I would agree to some fantastic sum as agreed costs to the solicitor, and some other sum—which does not trouble the solicitor quite so much as a rule—for his client." (Laughter.)

He was not always going to submit himself to the hands of counsel—not always of the highest rank—who had perhaps a low idea of the responsibilities of their profession, and who thought it right to abuse the privilege of counsel. Another reason why it was not necessary for him to go into the witness-box was that practically the whole of the evidence in the case was documentary—which included all the letters that passed between him and Mr. Master, and every one of which was fatal to the plaintiff's case. If he were standing in the dock he would not have the remotest apprehension of being unable to tell the case to atoms.

"During the last ten years," he added, "I have almost lived in the witness-box. I have had the whole of my business and private life ridiculed and sifted at the hands of the great leading counsel of the English bar, and it is fantastic to think I should run away from Mr. Ritter—junior counsel, instructed by Mr. Larry Dado." (Laughter.) He made Mr. Ritter a present of this. When he (counsel) had lost this case he could say he was the only member of the Bar who had frightened Mr. Bottomley away from the witness-box.

## The Summing Up.

The Lord Chief Justice, summing up, asked the jury to dismiss from their minds the statement that the plaintiff, counsel, or the solicitor had brought in blackmailing action, or that Mr. Bottomley was the cleverest thief in the Empire.

His lordship said that if the letters and transactions in the case brought the jury to the conclusion that Mr. Master could not have put his money into the companies without some representations having been made, they had to consider the important fact that the defendant elected not to go into the witness-box. They had to say whether, in respect to any one of the transactions—February 20, March 25, April 11, and July 3—Mr. Master was induced to enter into them by false representations made by Mr. Bottomley. The actual amount handed over was about £57,000; but his lordship did not think it of necessity followed that the full measure of damages amounted to that, because it was said that as regards certain shares no claim was made. If they found for the plaintiff, it must be many tens of thousands, because during the three months there passed from Mr. Master to Mr. Bottomley between £50,000 and £60,000.

In conclusion his lordship had to tell them that if they found for the plaintiff they had to be satisfied without reasonable doubt that the plaintiff had established the case that these transactions were induced by false statements made by Mr. Bottomley. If they were not satisfied the jury's verdict should be for the defendant.

The verdict was returned as stated above, and a stay of execution granted on condition that the money was paid into court within a week.

## MILLION MEN IN FIELD.

Germany will have under arms in connection with the field manoeuvres this summer practically a million men. In addition to the regular army strength of 822,000 men, over 355,000 reservists will be called to the colours, making a total effective strength for the army of 977,000. Adding to those men serving with the fleet an armed force of considerably more than a million will be engaged in the gigantic war game.

The new firing regulations for the field artillery, just published, contain, in addition to former directions for fire against captive balloons, a new set of instructions governing the use of the artillery against dirigibles and aeroplanes. It is admitted, however, that artillery fire against aeroplanes offers slight chance of success without enormous use of ammunition.

## PIRACY NEAR SHANGHAI.

The comparative immunity from piracy which has been enjoyed for the last few years by the districts round about Shanghai was broken last week by a raid which was made upon a junk bound for Shanghai, containing cargo for local Chinese merchants. Fortunately for human life the present day pirate in these waters is more of a mercenary than blood-thirsty sort, and in this instance, as has generally been found to be the case recently, the marauders contented themselves with putting the crew "hors de combat" and devoting themselves to plunder.

When the piracy occurred the junk was on its way down from Huohow to Shanghai with a cargo of silk. It was making the journey by way of Soochow, and on one of the creeks which had to be traversed was held up by about a dozen men who had their faces blackened and were wearing turbans. These seem to have had little difficulty in overpowering the crew, and having done this, they tied them up. The junk was loaded with silk, and the pirate removed about \$5,000 worth of this commodity, and then made good their escape. Though they had adopted a rude sort of disguise in the form of blackening and the peculiarity in head gear, the sailors are said to have recognized their accent as that of the local country district. This is, however, a somewhat slender clue to go upon in tracing the pirates. When the plunderers had gone, the people on board the junk seem to have been able to free themselves and ultimately they reached Shanghai, minus, of course, their cargo.

## TROUBLE ON THE TOKYO STOCK EXCHANGE.

The activity on the Tokyo Stock Exchange which followed the report of the municipalisation of the tramways has culminated in a crisis, and the suspension of callings on the 6th instant. It appears that the Stock Exchange had been depressed for a long time, and the bears had been having things all their own way. Some activity, however, was shown from the end of last month, when news of the coming municipalisation of the Tokyo tramways first came out. On the 30th ultimo a report was published that the municipalisation scheme had been decided on, and that the purchase-money was to be raised by a foreign loan. This news greatly stimulated the stock market; business became remarkably active, and all shares went up with a bound. Among others the shares of the Tokyo Exchange sprang up from Y137 to Y174, the new shares from Y87 to Y122. The bulls, who were controlling the market, suddenly changed their tactics, and the Marujo, a firm owned by Mr. Honda Yotaro, a broker, who was a leading spirit among the bears, was placed in a very difficult position. On the 5th instant the firm failed to deposit additional security amounting to Y140,000 for 14,000 shares of the Tokyo Stock Exchange, which was called for. The firm issued a cheque for Y120,000 on the Morimura Bank, and in this way tided over the difficulty. Then, at the second session, the market further advanced, and the firm was called upon for a further deposit of Y140,000. This call could not be responded to, and considerable excitement ensued, but the day's business closed without anything untoward happening. On the following day cheques drawn by the firm were dishonoured to the amount of about Y300,000, and it was impossible for the Exchange to open business. Tremendous excitement ensued, and the Marujo did all in its power to find the necessary funds, but without success, and the session was accordingly suspended for the day. It is expected in some quarters that other brokers will find themselves in the same difficult position.

## SLAVERY IN CHINA.

To be Eradicated.

[The "Telegraph" Correspondent.]

Canton, July 22.

It is some time since the Throne issued an Imperial decree granting the emancipation of slaves throughout China. Slavery arose at an early period in China. They possess slaves, not of other races, but of their own nation. For a long time an extensive traffic in slaves has been carried on. Formerly the slaves were the property of their owners who could dispose of them at pleasure, and their children had to follow the status of their fathers. After the emancipation, the slaves begin to show their disregard towards their old masters. Some of them go as far as to seek revenge against them and many cases of murder and assault have been reported to the authorities and consequently a gentleman of Nankai has suggested to the Canton Viceroy means of governing the liberty of slaves. The Provincial Judge and the Provincial Treasurer have been instructed by the Viceroy to carefully consider the measures submitted.

They are of opinion that these measures are conciliatory and practical to all parties throughout the Province. Accordingly the Viceroy instructed all the officials to issue a proclamation on the subject. Officials are required to compel the masters in the places under their jurisdiction to liberate all the slaves who have not yet been set free. By this declaration of independence they will be free and equal and possess equal and inalienable rights to life, liberty and the pursuit of happiness. They are at liberty to deliver up all the paddy fields and houses furnished them by their masters and seek another means of livelihood. Should they have no place of settlement in view, or lost their ancestral clans, they are at liberty to return to their masters as paid servants, not as slaves. The slaves on the other hand will be punished for joining any powerful clan with a view to seeking revenge against their masters. Gentry and elders of villages should consider it their duty to watch the progress of the former slaves, and to prevent them from having trouble with their masters.

## COMPANY REPORT.

Sua Manggis Rubber Co. Ltd.

Mr. C. Selby Moore presided at the first annual general meeting of the above Company on Thursday evening at Shanghai. In proposing the acceptance of the Report and Accounts he said that the manager of the estate was an excellent one and about 400 acres had been planted. The 600 acre block was a nice lay of land and in a few years time it would turn out remunerative. An additional 1,000 trees had recently been added to the tapping area. The average price of rubber sold to date was \$294 per picul or \$5.11-2d. nett per lb. As to the future, the manager estimated the output of rubber as follows:—1911 5,500 lbs; 1912 10,000; 1913 21,700; 1914 34,507; 1915 114,750; 1916 190,500; 1917 201,000. The next year or two would no doubt be fraught with anxiety, but after that he did not see what there was to prevent the company standing in the forefront of successful rubber undertakings.

The following resolutions were unanimously adopted:—That the report and accounts as presented be passed; that Mr. R. MacGregor be re-elected a Director; that Mr. A. R. Dunn be elected a Director of the Company; that Mr. E. M. Reid be re-elected auditor of the Company for the ensuing year.

## Retaining Fee Paid.

Once upon a time a Chinaman called on Dennis Flynn, a very prominent California attorney, and asked what he would charge to defend a Chinaman who might kill another Chinaman with a hatchet. Flynn replied:

"I want a retainer of five hundred dollars, and another five hundred if I should succeed in the defence."

Three days later the same Chinaman walked into his office and handed Flynn five hundred dollars. He sat down beside the lawyer's desk and calmly said: "Me kill 'im las night, with a hatchet."

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## DR. ELIOT AND THE EDUCATION OF CHILDREN.

Dr. Charles W. Eliot, President Emeritus of Harvard University, who believes in sex education in the public schools, said recently:—

"It is through the ample and prolonged teaching of natural history that the necessary knowledge is to be conveyed to the children, beginning at tender years with the teaching of botany and going on to the elements of zoology, both subjects being taught in the most concrete manner possible, with incessant illustrations indoors and out, not during the whole school year but at those seasons when adequate illustrations and demonstrations are most feasible and convenient. This instruction should be associated in all schools with the teaching of pure and applied geography and in rural schools with the teaching of agriculture."

"Throughout this long course of natural history instruction demonstrations of the various modes of transmitting life should frequently occur, the transmission of life being the highest and ultimate function of every plant and every animal, including man."

"In flowering plants the fertilization of the embryo by pollen may be illustrated in operations which the children themselves can perform. The carrying of pollen from one flower to another by bees and other insects or by the wind emphasizes the general fact that plants are fixed, while animals have motion. The bisexual structure of plants is in itself a fascinating subject of study for children youths; and through it all runs the thought that nature provides for the precious transmission of life."

"In later years of the school course the diverse methods of reproduction in animals will afford a long course of instruction, involving the structure and function of many different sorts of animals. The various arrangements for feeding the young and bringing up families afford an endless variety of interesting subjects for observation and discussion."

"The nesting habits of birds and their care of offspring are highly instructive and easy to exhibit. Here again the main object of study should be infinite variety and elaboration of nature's processes for the transmission of life. These subjects, if properly taught, with collecting box, scalpel, microscope, paper and pencil, are just as pure and innocent for children under thirteen as chemistry and physics are. There is nothing sensual or unclean about them, nothing which does not tell of order, purpose, inventiveness, adaptation, co-operation and achievement."

## ADMIRAL LI CHUN.

Reasons for Recall.

[The "Telegraph" Correspondent.]

Canton, July 22.

It has now transpired that the sudden recall of His Excellency Admiral Li Chun to Canton by His Excellency the Viceroy is on account of the demand presented by a foreign government for the despatch of gunboats on a cruise up the waters of Kwongsi where the pirates are carrying on their nefarious business at their free will.

His Excellency the Viceroy has consulted the opinion of the Admiral as to what are the best measures to be taken for the stamping out of the pests, with a view to preventing the right of cruising from falling into the hands of a foreign government.

The Admiral suggested to the Viceroy the reorganization of the service of the naval craft on cruising duty up the Kwong Si waters, and the co-operation of those in the waters of Kwong Tung, in the work of clearing out the pirates. His Excellency the Viceroy is in favour of the suggestions, and the Admiral will soon leave for Wuchow, to consider, with the Lieutenant-Colonel and the Taoai there, the arrangements for reorganizing the cruising service of the naval craft on duty in Kwong Si waters.

## Intimations



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| Y14.95         | Mukden ( " ).....Ar.           | 1.00 p.m.            | "                | "                                 |
| Y11.50         | Changchun ( " ).....Ar.        | 2.00 "               | "                | "                                 |
| R 9.60         | Harbin (Russian Train).....Lv. | 8.30 "               | "                | "                                 |
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|----------------|--------------------------------|-------------------------|-------------------|----------------|
| R 9.60         | Changchun ( " ).....Lv.        | 8.35 p.m.               | "                 | "              |
| Y11.50         | Mukden (S.M.R. Train).....Lv.  | 10.30 "                 | "                 | "              |
| Y14.95         | Dairen ( " ).....Lv.           | 5.10 a.m.               | Tues. Thurs. Sat. | "              |
| Y40.00         | Shanghai (Steamer).....Ar.     | 5.25 p.m.               | "                 | "              |
|                | ( " ).....Ar.                  | 1.30 p.m.               | Wed. Fri. Sun.    | Tues.          |

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"HONGKONG TELEGRAPH."

Hongkong, 22nd December, 1908.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

## The Hongkong Telegraph.

HONGKONG, TUESDAY, JULY 25th, 1911.

### RATIONAL EDUCATIONAL REFORM.

The Canton Educational Association, which was organised in 1909, is desirous of bringing the schools of Southern China within reach of a better system of education than they have at present. The schools of to-day are of Government administration and while in view of the progress China is making in other directions it would be unfair to indulge in any lengthy criticism of the ways and means of the government schools, it has been the verdict of many an expert, that there is considerable room for improvement. Old customs always die hard and the old scholastic methods seem to cling with a wonderful tenacity to a life which must inevitably pass from them—the sooner, the better. We have remarked in a previous article that in some parts of China the difficulty of educational reform is intensified by the fact that masters of the old school are having to suit themselves to the Western style of thought. In Canton the case does not appear to alter and though, in this instance, the fault does not lie so much with the masters, the fact remains that in Canton the progress of education is remarkably slow. To take for example the elementary course provided by the government, it is found the curriculum embraces only ethics, Chinese and arithmetic. Consequently students are thrown back, in the very beginning of their education, on to a prior teaching, or a surfeit of book learning. Of course it is only fair to admit that even Western peoples have paid too much attention to the book, and that the Chinese are merely making the same error as we ourselves only a decade back. It is only in quite modern times that the true end of education has been fully comprehended, viz., to sharpen the child's observation, and to train it to use the book of nature, to acquire as much knowledge first hand rather than attain a learning which savours overmuch of the midnight oil. The result of this fundamental error in pedagogy is apparently a product of the old system of Chinese education. Nor does the criticism end here. There is a far more serious fault to be found in a system whose elementary course, confined as it is to the most rudimentary book lore, extends over a period of five years. This in itself is a serious obstacle to the majority of Chinese, for very few can afford to go to school for the period which the government has planned for them. This has been recognised and we are glad to know that a shorter period is being introduced by the government.

The Canton Educational Association is attempting to assist matters by preparing helps to study and holding examinations. A curriculum is already being discussed by the association and should it be accepted it will doubtless be found to work exceedingly well. Four parallel courses have been drawn up, and are intended to fit a man to enter any special school he should subsequently desire. It goes further. In fact many an European curriculum is put to shame for if a scholar enters for a particular profession and reads for that sole object, he is not rendered helpless by failure to attain his end. His education has been too general to allow him to become a victim of specialising, and a business career, thanks to the scope of the curriculum, is still open to him. We hope that the time will come when China will adopt, throughout the length and breadth of the Empire, such a system as the association. The whole secret of China's venerable youth is her reasonableness—her readiness of compromise—and when the need for a better system of education is really brought home to her, it is safe to expect that old fashions will yield place to the new to the lasting good of the rising generations.

### DAY BY DAY.

So much does our true interest lie concealed to us.

Our Commercial Column will be found to-day on p. 6.

During the 24 hours ended at noon to-day, only one case of plague was reported.

Return of visitors to the City Hall Library and Museum for the week ending the 23rd July, 1911:—

|             | Library. | Museum. |
|-------------|----------|---------|
| Non-Chinese | 405      | 159     |
| Chinese     | 166      | 2,242   |

Total 571 2,401

#### Slavery in China.

A proposal is mooted for the eradication of slavery in China. On page 3, readers will find a communication on the subject, from our Canton correspondent.

#### Education of Children.

Dr. Eliot, the celebrated educationist of Harvard University, made a weighty pronouncement recently on the education of children. A précis of his remarks appears on p. 3.

#### Verdict Against Mr. Bottomley.

On page 3 to-day appears a report of the trial of the case brought against Mr. H. Bottomley, M.P., by Mrs. Curtis, who got a verdict for \$50,000 damages over a share transaction.

#### Typhoon Warning.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 11.25 a.m.:—"Manila, July 25, 10.15 a.m. Cyclone or typhoon W. of Balintang Channel moving E. N. E. Cyclone or typhoon E. of Naha inclining northward."

#### A Ferocious Dog.

Inspector Allan, of the Sanitary Department, charged Pastor Muller, of the German Berlin Mission at No. 11 High Street, this morning, with keeping a ferocious dog. It appears that the animal attacked a little Chinese girl on the 18th July and bit her on the left calf, inflicting a lacerated wound. The Magistrate (Mr. J. R. Wood) ordered the defendant to destroy the dog within a week, failing which defendant would be fined and steps taken to have the animal destroyed.

#### Floods in the West River.

The floods in the West River are becoming more serious daily, and many dykes and embankments are in danger of collapsing. Some days ago the Kofung dyke of Samsai district was partly broken and the houses inside there were completely under water. Fortunately the people were able to remove to a place of shelter and no casualties were reported. H.E. the Canton Viceroy has instructed the Provincial Treasurer to telegraph to the Canton Prefect and the Shiu Hing Prefect to instruct the authorities of the places along the river to take every precaution to protect the dykes.

#### The Old Post Office.

The old Post Office building has been leased to a Chinese. The corner portion, opposite the Clock Tower, with a frontage of 40 by 32 feet in Queen's Road and Pedder Street, has been sub-let to a local syndicate who will make a specialty of the sale of Mecca coffee, the beans being roasted and ground in public view, and also of the sale of Turkish tobacco and cigarettes. The other portion of the building, we hear, has been sub-leased to a curio dealer. As new doors and windows are to be pierced to suit the new occupants' trade purposes, our old Post Office will soon assume quite a different aspect from that which it bears at present. The new tenants expect to take over occupation about the middle of September.

#### Forthcoming Organ Recital.

Mr. Deaman Fuller has arranged to give another popular organ recital in the Cathedral on Monday, August 7th, at 9.15 p.m. Among the items already chosen are "Grand Chœur," Guilman; "Pastorale," Wely; three of Mendelssohn's "Songs without Words," and Handel's "Hallelujah Chorus." The soloist will be Mrs. Stainer, who will render "Ora Pro Nobis," Piccolomini, and Edward Jones' "Shepherd of Souls" from the "Sign of the Cross." Mr. Deaman Fuller has arranged the latter for a solo voice and accompanying quartette.

### Church Collector Sentenced.

Samuel, a Tamil Christian collector of St. Andrew's Cathedral, Singapore, was sentenced to six months' rigorous imprisonment for criminal breach of trust of \$300. It is stated that the actual defalcations are from \$800 to \$900 from the Destitute Strangers' Fund and pew rents.

#### Piracy near Shanghai.

Piracy has made itself apparent again in the vicinity of Shanghai, which had enjoyed immunity from this evil for long. On our 3rd page we give a description of the occurrence.

#### Corpse Discovered in Clothes-Box.

Yesterday, the body of a Chinese boy twelve years of age was found in a clothes-box in Des Vieux Road West. The corpse was sent to the mortuary.

#### Coronation Addresses.

We have to thank Sir Francis Piggott for sending us copies of the Coronation addresses presented to the King by the people of Tai O, Cheung Chau and the North-Western Territory. They have been printed by Messrs. Kelly and Walsh and are fine specimens of the printer's art.

#### Anchor Stolen from Launch.

As the steam-launch Wah Ying was anchored off Cheung Sha Wan, somebody came alongside and stole the anchor and clamps to the value of \$17. The vessel was one of the two ferries which were recently implicated in the Yau-mati collision.

#### A Daring Trio.

At half-past two this morning three men went to No. 5, Yee Yick Lane, a house of ill-fame, rifled the inmates, and stole jewellery to the value of \$129. The men were not armed. So far, no arrests have been made.

#### The Connaught Statue.

To-day the pedestal of the Duke of Connaught Statue is vacant, the figure having been removed temporarily to permit of a new and more elegant base being laid down. The old pedestal had been in sorry condition for some time.

#### Canton Loan.

It will be remembered that some time ago, a run was made on the Canton official banks, and in order to save a crisis, H.E. the Viceroy secured a loan of \$5,000,000 from the Canton branch of a well known foreign bank. As the loan cannot be paid off under agreement, H.E. the Viceroy intends to use the loan for the promotion of industries. The loan will be repaid by yearly instalments.

#### Yau-mati Launches.

At the time of the recent fatal collision between two ferry launches at Yau-mati, we suggested that the Harbour Master should take steps to prevent passengers on these boats from standing in front of the steersman or squatting on the bulwarks forward. It is noticeable now that the Yau-mati ferry boats have been fitted with special steering bridges, so that there can be no danger of the steersman's view being obscured by the passengers on board.

#### Skeleton Keys.

Yesterday, a man got into a house at No. 72, Des Vieux Road West while the folks were sleeping. When the folks awoke from their slumbers, the intruder quickly ran away from the house. He was chased into the street and, when arrested, two skeleton keys were found in his possession. This morning, he was charged with the offence and was awarded one month's hard labour and a further term of one month for being a rogue and a vagabond.

#### The Combined Circuses.

As was only to be expected, the announcement that Mr. Fillis' circus would combine with Mr. Bysack's, which was already established at Causeway Bay, was responsible for the large attendance that was in evidence at the matched erection last night. Nor were those who were present in any way disappointed, for the combined array of talent provided as excellent a programme as one could wish for. Mr. Fillis made an admirable ring master, while the riding of Mrs. Fillis was of an unusually high order. The contortions of Ajax, who seems to be unblest with a single bone in his body, the dainty acts of the Empire girls, the clever juggling, and the eccentricities of the clowns formed a very pleasant moiety of the evening's entertainment. The performances of Mr. G. Urban's lions and a tiger formed the second half of the programme, and were well received.

The harvesting of the first wheat crop has been reported from Shantung, Chihli and Honan. It is reported that this year's crop is very fine in those three provinces and is the most bountiful one since the year 1900.

#### Dumping a Dead Body.

A Chinese woman was this morning charged with dumping a dead body in Whitty Street. A fine of \$25 was imposed.

#### Death of Mr. D. D. Lamb.

The death occurred at Secunderabad, of Mr. David D. Lamb, dental surgeon, at the Civil Hospital after a short illness from enteric. The deceased gentleman was well known as a keen shikhari, a volunteer and a freemason. He was buried with full military honours.

#### The Rubber Exhibition.

A message from London states that the silver cup offered by the President of the Rubber Exhibition, Sir Henry A. Blake, has been awarded to the Hamburg and Vienna Rubber Company. The trophy referred to is presented for the exhibit proving of greatest interest in connection with the production, preparation or use of rubber in any form.

#### Captain Getley on Holiday.

Captain Getley, chief pilot of the P. and O. Co., left Shanghai on Wednesday for a twelve months' holiday in England. He has been thirty-seven years in Shanghai and this is only his second trip home. He received a rousing send-off from a large concourse of friends.

#### Chinese Postage Stamps.

Current stamps of China over-printed with new values in Indian currency in native characters have just been issued for the use of the three post-offices which the Chinese Government maintains in Tibet. The native Tibetan postal system is of the most primitive character, letters handed in at the post-office being impressed with a curious wax seal after the postage has been prepaid in cash.

#### Lord Kitchener's Coronation Experience.

Lord Kitchener had a remarkable Coronation experience. While riding in the procession the Star of India, which he was wearing on his breast, became detached and fell into one of his Wellington boots. He was quite unconscious of what had happened at the time, but towards the end of the ceremony he felt something hurting his leg. He discovered the Star of India wedged between his leg and the toe of the boot!

#### Naval Promotions.

The half-yearly naval promotions, which have just been issued, include, as usual, twelve new captains and twenty-two new commanders. Amongst the former is Captain Consett, who is well known in the Far East. He served for some time on the King Alfred, flagship of Sir A. W. Moore, China Station, and afterwards commanded the Alcester, the Commander-in-Chief's yacht on the same Station. The new commanders include Commander Wilding, who has been commanding the river gunboat Woodcock in Chinese waters since July, 1909, and Commander Ward, who has served on the Minotaur, flagship of the China Station, since January, 1910.

#### Mercantile Marine for the Declaration Bill.

Mr. Holt (L. Hexham) in the House of Commons recently said it was most important to bear in mind that the interests of this country were even more those of neutrals than those of belligerents. The list of contraband articles was an undoubted advantage to us from that point of view, while the establishment of an International Prize Court also gave us an undoubted advantage, and he instanced cases in which the Russian National Courts had given absurd and partial decisions as regarded his ships. If we could not bring our food supplies into this country in time of war, it would not matter what would happen to neutrals. In that case we would be done any how. Great exaggeration had taken place with regard to the fear of the conversion of merchant vessels into warships, and for his part, as a British shipowner, he could wish no better luck to his business than to see foreign vessels converted in this way. The pick of the British Mercantile Marine were in favour of the Declaration.

### WRONGFUL DISMISSAL.

#### Captain Austin in Court.

##### Serious Allegations.

"I beg to give notice that within 24 hours of receipt of this letter your services as captain will no longer be required. This is in accordance with a verbal agreement entered into between you and ourselves when you took up the duties as captain of the Hoi Ming."

Consequently on receiving this letter Captain T. Austin took legal proceedings and in the Summary Court this morning before Mr. Justice Gompertz, the action was heard in which the Captain claimed from the Chi Wo and Co. the sum of 870 dollars—720 dollars in lieu of three months' lodgings.

He was represented by Mr. Stevenson, and Mr. Lewis appeared for the defendant company.

Mr. Lewis: My Lord, I propose to call an expert witness on behalf of defendants—Captain Jones, the assistant Harbour Master, will you allow him to remain in Court?

The Puisse Judge: If the other side has no objection.

Mr. Stevenson: No objection, my Lord.

#### The Captain's Career.

Mr. Stevenson then opened and said:—"Captain Austin is a master mariner. He has passed the Board of Trade examination, has had considerable experience at sea; in fact he has led a most eventful life since the age of 14."

#### The Puisse Judge: What is the run of the boat?

Mr. Stevenson: Hongkong to Canton, night service. He is a man of considerable ability, strictly sober and a conscientious officer.

The Puisse Judge: I assume all that. The other side may say he is not.

Mr. Stevenson: He has held a commission in the Royal Naval Reserve and has navigated several of His Majesty's warships. In 1895 Capt. Austin was master of one of the defendant ships which ran up the West River. He left that position in order to join another steamship company at an increased salary, and he nearly lost his life in the 1906 typhoon. His ship was lost and he was in hospital three months. He afterwards managed a hotel in Macao, and rejoined the defendant company in 1910.

#### "No Reason for Dismissal."

He remained in command about 15 months, at the end of which period he received the letter quoted.

The salary was a low one, but he was promised an increase if business justified. He knows no reason why he is dismissed. On receipt of the letter he went to the defendant company and asked them to state a reason why they had dismissed him. The only answer he could obtain was: "If you read the letter you will ascertain."

The Puisse Judge: He didn't write?

Mr. Stevenson: No, he went right to the defendants. He has since been three times to the defendant company to ask for reason and was so often put off that he threatened proceedings. In conclusion, Mr. Stevenson said:—"It is an important matter to my client. He is over 50 years of age and it is difficult for him to get another position."

#### "Left Without Regular Notice."

The Puisse Judge: I think it has been stated in this Court that in the absence of a special agreement a master of a ship is entitled to three months' notice.

Mr. Lewis: I don't think it occurs in this case. That question won't arise.

Mr. Stevenson: The burden of proof is on the other side.

Mr. Lewis: No, I expected this. I shall go on.

Captain Austin then went into the box and said that on the day he received his dismissal he was in the office of his employers, but was not informed that he was about to be dismissed. He corroborated Mr. Stevenson's opening statement.

In answer to Mr. Lewis Captain Austin said that when he was in the employ of the other company he left without giving three months' notice, but he was allowed to go by the owner.

#### Could Not Remember.

Mr. Lewis: Then I take it you didn't think of the three months' notice.

Captain Austin: Because my employer knew.

Mr. Lewis: You were employed by another company, were you not?

Captain Austin: Yes.

Mr. Lewis: And you were dismissed?

Captain Austin: No.

Mr. Lewis: You swear that?

Captain Austin: Yes, I am on my oath.

Mr. Lewis: I put it to you, you were dismissed.

Captain Austin: No, I had a row with my employers.

Mr. Lewis: Yes, exactly. And you left at a day's notice?

Captain Austin: I went away.

Mr. Lewis: I put it to you that three years ago you were Captain for a short period—I say nine days, then immediately became chief officer under Captain Evans.

Captain Austin: I cannot remember why I was captain for a short period and then made chief officer.

#### Alleged Neglect.

Mr. Lewis: I will suggest a reason. Were you not told that you had not carried out your duties as captain satisfactorily?

Captain Austin: No, I have never been told that. There is some hitch in this my Lord.

Mr. Lewis: Perhaps this will remind you. Do you remember an incident when you threw dirty water over some passengers?

Captain Austin: That was when I was made by Captain Evans.

Mr. Lewis: There was some such incident?

Captain Austin: They were not passengers, but passenger runners.

The Puisse Judge: You were made to do this?

Captain Austin: I was made, my Lord.

Mr. Lewis: Did these persons complain to the owners to your knowledge?—I was told they did.

Mr. Lewis: Were you also told that they threatened to publish the matter in the Chinese newspapers unless you were dismissed your ship?—No, I was told they threatened the owners that if I were detained in the ship they would boycott the ship.

#### Throwing Water.

Mr. Lewis: For throwing water over the passengers?—I was instructed to do it because they used to go into the first class and monopolized the place.

Mr. Lewis: I put it to you that in consequence of that incident you were reduced from captain to chief officer.—I was chief officer at the time.

Mr. Lewis: I put it to you were captain.—I deny that, for Captain Evans said to me: "I am sorry Austin, you have to 'get' for throwing water over the runnons."

Mr. Lewis: If that is not the reason, will you tell me what was?—I cannot tell you.

Mr. Lewis: When you applied to the Chi Wo & Co. for an appointment eighteen months ago, they were not keen about having you?—I don't know.

Mr. Lewis: You got someone to intercede for you?—I don't know but the Harbour Master sent for me and said he had got me a ship.

#### Always on Best Behaviour.

Mr. Lewis: And the agreement was that you were liable to be dismissed at 24 hours' notice if they desired to do so?—I deny that.

Mr. Lewis: When you joined the Hoi Ming you were chief officer; and for two months you were on your best behaviour?—Thank you. I am always on my best behaviour.

You were then sent for and offered the captaincy?—Yes.

One of the terms of agreement was that you could be dismissed at 24 hours' notice? I deny that. I should not accept terms like that.

You would not accept such terms?—No, not with any owner. My reputation is too good for that. Ten years ago you left their service at 24 hours' notice?—I left to better myself.

One moment. And you also left another employment at a moment's notice, and when you were made you were dismissed without any notice at all?—Yes, I was told to resign.

#### The Defence.

Mr. Lewis: The point comes to this. Three times you have left us at a moment's notice, once from another company's service. Now when you come to us, anxious for a job, you say you would not accept these terms?—I have never



accepted terms like that. I have been at sea a good many years, but never accepted such terms.

Mr. Stevenson: Is all this relevant?

Mr. Lewis: I am cross-examining to show that on previous occasions, and on this occasion, this man could be dismissed at 24 hours' notice.

Continuing Mr. Lewis asked plaintiff if he had gone into the cabin and hugged a Chinese woman.

Plaintiff denied that.

Mr. Lewis: Have you gone down to the annoyance of other passengers?—No.

Denies Frightening Ladies

On the 20th May, did you walk abruptly into the women's quarters of your ship and frighten some of the lady passengers?—No, I did not.

Did you know that a complaint had been made about that?—No, I swear that.

And you have never seen a translation of a letter received from Canton?—No.

Do you know whether or not Chinese passengers have been annoyed by your presence?—No. I only know of two complaints, one when I sat in the ladies' quarters at the request of a passenger, and the second when I threw water over the runners.

Captain Austin admitted that it was the duty of a captain to consider the comfort of the passengers, but he admitted he used "justifiable" language to a French passenger.

Mr. Lewis: Did the French passenger complain to the French Consul at Canton?—I believe he did.

Did the French Consul make representations to the English Consul?—Yes.

Complaint to Consul

Did the English Consul write to you?—No, he sent for me.

On that occasion you were guilty of strong language towards a passenger?—Not actually strong, but he did complain. I was justified in my action. I was congratulated by the Chinese passengers for my attitude.

The Puisne Judge, at the conclusion of this examination, said, in addressing Mr. Stevenson, that a prima facie case was made out.

Mr. Stevenson: I would ask leave in the event of anything coming forward to find rebutting evidence.

Mr. Lewis: My cross-examination shows the whole line of defence. I submit to you that on the evidence of the witness he has shown to you that he has acted in a manner which has entitled his owners to dismiss him. I have no case to answer.

The Position

The position was this. The man had been in defendants' employ on various occasions. The first occasion was some ten years ago when he was dismissed at a moment's notice. Later three years ago, he was again in defendants' service as captain. His conduct was unsatisfactory and he was reduced to Chief Officer. Subsequently he was dismissed. About 18 months ago he was out of a job and representations were made to defendants, who, in consequence, sent for plaintiff. He promised to act differently. Complaints had been made, and defendants consented to engage him as Chief Officer. He was engaged under the ship's articles and one of the terms was to the effect that the officers could give 24 hours' notice or they could be dismissed at that notice.

The captain of the ship died during the few months plaintiff had been with them, and as his conduct had been quite satisfactory many clients consented to engage him as captain. But in view of his past history they stated the engagement must be in terms which would allow of him being dismissed at a notice of 24 hours.

No Written Agreement.

He agreed to that. They asked him to have a written agreement, but plaintiff said "No, we have known each other a long time and a written agreement is not necessary." Under that agreement he was given charge of the ship. Complaints were made from time to time to the owners as to the man's terms with the passengers. About a week before he was dismissed a report was made to the owners that the captain never kept charge and that for hours at a stretch no European officer was in charge.

The Puisne Judge: Were these complaints brought to his notice?

Mr. Lewis: No, my Lord, there was no reason why they should.

Proceeding, Mr. Lewis said the result was that the company instructed the comprador to go to the bridge and see if the captain and chief officer kept watch. The comprador went on the ship at 12 o'clock and there was no European on deck or on the bridge. He asked the pilot where the captain was. The reply was that he did not know, he had not been there for a long time.

"No Officer to be Seen."

At three o'clock in the morning he again went on deck and no officer was to be seen. He watched for several nights, and every time he went to the bridge the chief officer and captain were absent, and the ship was sailing in charge of a Chinese seaman. He was told his services would no longer be required. I shall put the chief engineer in the box and he will say that on several occasions he had to go on deck to make a report to the captain; he could find neither the Captain nor the chief officer on watch.

I shall also get the Assistant Harbour Master, Captain Jones, who will tell you a Chinese seaman is not the proper person to whom a ship should be trusted, and that it is the duty of the captain to see to matters during the whole of the voyage. If he did not do so he was guilty of a serious breach of duty.

Mr. Lewis then called the evidence of the Chief Engineer, Robert Leach, who spoke of often finding the captain and chief officer missing from the bridge.

Evidence

Resuming after tillin Mr. Lewis asked the Puisne Judge if he were satisfied from the evidence that for a considerable time the captain was absent from the bridge.

The Puisne Judge: I suppose that is so subject to rebutting evidence. I know nothing about the economy of these ships; and require something more.

Mr. Lewis: I will call further evidence to prove that for hours at a stretch no European officer was in charge.

The Comprador was called, who said he had received instructions to go on the ship at night to see if the European officers were attending to their duty. He did so, and confirmed Mr. Lewis' statement that neither Captain nor Chief Officer was to be seen.

Captain Jones, Acting Assistant Harbour Master, said a boat of the tonnage of the Hoi Ming—380—should have two European Officers, and for those officers to be absent from duty in narrow waters, would constitute a serious breach of duty.

Having heard the evidence of the captain this morning he considered, he had made a serious breach of duty.

In answer to Mr. Stevenson, witness said he did not gather that the captain left the ship in charge of a Chinese seaman whilst in narrow waters.

HONGKONG CHAMBER OF COMMERCE.

Yesterday's Important Meeting.

Yesterday afternoon, a meeting of the Hongkong Chamber of Commerce was held at the City Hall to consider the matter of a form of contract to be used in connection with the export of certain Chinese goods.

The Hon. Mr. E. A. Hewett presided and amongst those present were:—

Messrs. G. H. Medhurst, N. J. Stubb, Hon. Mr. C. H. Ross, E. Shellim, G. Friesland, O. G. Mackie, F. H. Armstrong, H. W. Robertson, H. A. Siebs (the secretary), Mr. E. A. M. Williams, Messrs. Eberhart & Co., G. Binder, F. Earon, A. M. Eschbayer, A. B. Moulder, A. H. Barretto, H. Desbroek, A. Cordeiro, K. M. Cumming, F. S. Pabany, D. K. Moss, A. Forbes, Jorge, J. H. Rutledge, H. G. White, Van Andel, F. Dovington, C. A. Wendt, Muhler, D. Langstein, E. Dauber, O. R. Lenzmann.

Hon. Mr. Hewett said that as they were all aware, the question of the form of contract had been before the Chamber of Commerce for many years past and more especially of late, at Canton where the Canton Chamber of Commerce had frequently referred to their committee, asking them to help them arrive at some satisfactory solution of the matter. As they were all aware, questions were frequently arising between exporters and native dealers as to quality, rates, assortment, and as to their final part of destination. It was with a view to endeavouring to arrive at a more smooth working of the export trade, as well as in the interest of Chinese exporters and native dealers, that the meeting had been called, and it was hoped that some satisfactory conclusion might be come to on the subject. It would be as well if he related to them how the question at the pre-entment arose. The question was put before the committee of the Chamber of Commerce with regard to certain cassia transactions and in order to solve the question a form of contract was put forward, which was unacceptable to their constituents. The committee was quite prepared to deal with the question and at the request of some nine firms in the colony, arrangements were made for a small sub-committee to be formed. A meeting was called which was largely attended. While the question was still under consideration the ginger people put forward a similar demand. A sub-committee at one or two meetings decided that it would be advisable in the interests of the trade generally to see if it were not possible to arrive at some satisfactory form of contract which excluded tea and silk. A letter was sent to some sixty firms, they had on their books, who were engaged in the export trade of Hongkong. Out of this number, eleven wrote to say that they were not interested in the matter, some five or six said that the matter did not apply to them at all, and practically all the others replied in favour of the general form of the wording of the contract. It was admitted, the matter having been referred back to the full committee of the Chamber, that such a scheme would find favour with the body of exporters in the colony, and it was necessary to enquire whether this scheme would be carried out in Canton. They were good enough to call a special meeting, which their secretary attended, and that morning they had received the decision of the Canton Chamber of Commerce, and subject to certain articles being eliminated from the list, which would be governed by the form of contract, they understood that the exporters of Canton would fall into line with them. As he thought they were all aware the questions of the standard form of contract was very commonly accepted. As a matter of fact he had before him a form of contract used by the General Produce Brokers of London and in that he found a very important clause, which read:—In the event of any dispute arising within six weeks of the arrival of the vessel, etc. If that commended itself to them, he would suggest that the words should be inserted in the space that had been left blank in the proposed form. It was, of course, very obvious that they could not come

to a decision that afternoon, but their presence had been requested to enable them to decide whether they had sufficient support among the firms of the colony to go on with the scheme. He thought it would be conceded that they could not have a very full discussion or go into details at that meeting, but if the sense of the meeting was generally in favour of the scheme which had been put before them his proposal would be that three firms represented on their committee, and four firms elected by the other exporters should together form a committee to discuss the question, and to call meetings, as necessary. He hoped that the final result would be satisfactory. In the meantime that meeting was a sort of preliminary canter they put that rough resolution before them, and it was for them to express their opinions on the subject. If the majority of them were in favour of the contract then he would propose that they should form a sub-committee and the matter be dealt with. He begged to propose the resolution which was as follows:—"It is also distinctly understood and agreed as the basis of this Contract that description, quality, assortment, weight, etc., shall be as above described and that any inspection of the goods prior to shipment shall not be considered a waiver of any right to invalidate any of such conditions. Should after arrival at destination, all, or any portion of the goods, prove not to agree with above description, or weight, or any other condition, the same shall be examined, within six weeks after arrival of the vessel and should a dispute arise within 25 days, to be arbitrated upon by two independent experts, to be nominated either by a Home Chamber of Commerce or chosen by the Agent of the Hongkong Exporter and by the Consignee, without any reference to either of the parties to this Contract. If both Arbitrators cannot agree, a third person shall be nominated by two Arbitrators and act as Umpire."

The final decision of either such two Arbitrators and/or such Umpire shall be final and binding to all parties to this Contract both in Court and without."

Mr. Ross in seconding agreed with the list of articles that the Canton Chamber of Commerce wished to be excluded from the form of contract. The articles which they proposed to exclude were:—raw silk, waste silk, silk piece goods, tea, all metals, all mineral ores, curios, including china, and blackwood. Continuing Mr. Ross said he could readily understand that some firms who had been exporting goods for a great number of years, and had been dealing with Chinese merchants in the old style, hesitated to give up the old custom. He thought that those days had almost gone, or if they had not, they would very soon. His experience had been that they had gone altogether, so far as they were concerned. He had read through the proposed form of contract and he could see nothing objectionable in it even from a zealous point of view, or from a biased point of view. He thought that would be very useful, not only in China, but also as a protection to exporters to Europe, and other parts of the world. He had much pleasure in seconding the resolution.

Mr. Van Andel asked if it would not be possible to frame the contract in a more general way. If they were going to vote about this, and they accepted it, they bound themselves to certain dates. He thought that the resolution should be more generally worded so that there would be very few objections to supporting it.

The Chairman:—Are you prepared to put another resolution? Mr. Van Andel:—I have not yet worded another form, but I am rather afraid several firms who are represented here, and who would afterwards agree with it perfectly, would not vote in favour of it now just on account of the specifications in it.

The Chairman thought perhaps Mr. Van Andel could meet the point by proposing an amendment.

Mr. Ross proposed that the exporters bound themselves not to accept the form proposed by the Chinese guilds, which he said was opposed to what they were now aiming at.

Mr. Van Andel then proposed his amendment:—That the foregoing resolution be accepted sub-

ject to the decisions arrived at later as a result of the special meetings of the various exporting firms and the sub-committee to be nominated.

Mr. Muhler seconded, Carried: The Chairman then submitted the amendment proposed by Mr. Armstrong and seconded by Mr. Friesland to the effect that the original resolution be added to exclude silk, other than raw silk, waste silk, silk piece goods, all metals, all mineral ores, curios (including china) and blackwood. That, he said, would be practically incorporating the point made by the Canton Chamber of Commerce. This was also carried.

The original resolution was then put and carried.

The Chairman's suggestion as to the appointment of a sub-committee was adopted and the following firms appointed:—Messrs. Jardine, Matheson and Co., Messrs. Melchers and Co., Messrs. Siemens and Co., Messrs. Bradley and Co., Messrs. Arnold, Karberg, and Co., Messrs. Carlowitz and Co. and the Holland and China Trading Co.

TO DEVELOP PRATAS.

Transportation of Canton Bad Characters

(The "Telegraph" Correspondent)

Canton, July 24.

The band in Canton is infested with street thieves, and snatching is an every-day occurrence. The newly appointed Liautai of the Constabulary considers that a short term of imprisonment for this offence is not a good way of abating the crime as these rogues may resume their nefarious jobs as soon as they have finished serving their terms of imprisonment. Moreover the Nanhai and Pan U prisons are overcrowded.

The Liautai has suggested a good way of remedying this evil by exiling these bad characters to Pratas Islands to open up the lands there. This suggestion is a splendid one as both Canton and Pratas Island will be benefited by it.

A RE-HEARING.

The Recent Condensed Milk Prosecution

Before Mr. J. R. Wood at the

Magistracy this afternoon, the case was re-heard in which the Wing On Company was prosecuted recently with having 20 tins of condensed milk exposed for sale for consumption in the Colony without having them labelled in accordance with a recent enactment. Mr. F. B. L. Bowley, Crown Solicitor, prosecuted and Mr. F. W. Clarke, Medical Officer of Health, watched the proceedings on behalf of the Sanitary Department. It will be remembered that the defendant was fined \$20 on the 5th July for a similar offence, the present case arising out of an offence committed on the 20th July.

His Worship (to defendant)—Have you followed the instructions of the Court?

Defendant—Yes.

At this point, defendant produced a label for the inspection of the Court.

The Crown Solicitor—It would be interesting to know who was responsible for issuing these labels.

Defendant—Bradley and Company.

His Worship said he must convict the defendant and bound him over in the sum of \$50 to appear for judgment when called upon. He was of opinion that the defendant had followed the Court's instructions.

Mr. Bowley—Not in respect of the 5th of July.

His Worship—I think he acted in a bona fide manner.

Mr. Bowley—Well, your Worship is in possession of the facts.

LATE SHIPPING NEWS.

ARRIVALS.

Princes Alice, Ger. s.s., 6,620, P. Gross, 25th July—Yokohama 15th July, Mail and Gen.—M. & Co.

The Yokohama office of the C. P. R. is in receipt of a wireless message from the R.M.S. Empress of China, sent at midnight, Sunday, 23rd July, when the vessel was 1,100 miles distant from Japan, advising all well and that the commander expects to reach Yokohama on the morning of Thursday, the 27th instant.

Mr. Ross proposed that the exporters bound themselves not to accept the form proposed by the Chinese guilds, which he said was opposed to what they were now aiming at.

Mr. Van Andel then proposed his amendment:—That the foregoing resolution be accepted sub-

ject to the decisions arrived at later as a result of the special meetings of the various exporting firms and the sub-committee to be nominated.

Mr. Muhler seconded, Carried: The Chairman then submitted the amendment proposed by Mr. Armstrong and seconded by Mr. Friesland to the effect that the original resolution be added to exclude silk, other than raw silk, waste silk, silk piece goods, all metals, all mineral ores, curios (including china) and blackwood. That, he said, would be practically incorporating the point made by the Canton Chamber of Commerce. This was also carried.

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The Chairman's suggestion as to the appointment of a sub-committee was adopted and the following firms appointed:—Messrs. Jardine, Matheson and Co., Messrs. Melchers and Co., Messrs. Siemens and Co., Messrs. Bradley and Co., Messrs. Arnold, Karberg, and Co., Messrs. Carlowitz and Co. and the Holland and China Trading Co.

## MILK

FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

STEAM LAUNDRY CO.  
YAUMATI.  
Established 1890.

THE only successful Steam Laundry in the Far East. The only Laundry in the Colony under European Supervision.

Filtered Water. Regular Delivery. Flannels and underwear washed by skilled Japanese.

Monthly rates quoted. Dry cleaning a speciality. Depot No. 4, Beaconsfield Arcade. Tel. K32.

R. WOOD,  
Manager.  
Hongkong, 1st Mar. 1911. [981]

POPULAR  
"ASAHI" BEER



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. [84]

TREMENDOUS SUCCESS! TREMENDOUS SUCCESS!!  
OF THE HUGE COMBINATION.

FRANK FILLIS, GREAT EUROPEAN  
CIRCUS AND BYSACKS,  
HIPPODROME  
CIRCUS & MENAGERIE.

SITUATED, CAUSEWAY BAY. TRAMS PASS THE DOOR.

Hundreds Turned Away. Hundreds Turned Away.

EVERY ITEM ENCORED.

Everybody enthusiastic in praise of this

WONDERFUL SHOW.

Nothing like it Ever Seen before in Hongkong and Nothing like it will ever be Seen Again.

50 STAR ARTISTES. 50

Called from the World's Greatest Shows.

SEE AND BELIEVE.

To-night! To-night!!

Grand Repeat of last Night's Wonderful Programme. Full of Funny, Novel, Daring and Exciting Items. Every Artiste a Star. This Huge Show lasts, remember, One Week Only. One change of programme every Second night.

On WEDNESDAY, JULY 26, 1911.

OUR FIRST GRAND CHILDREN'S MATINEE

When a Grand Varied programme will be presented on this Special Occasion when Children will be admitted half price to all parts of Circus Building.

Popular prices prevail. SOLDIERS & SAILORS in uniform will be admitted half price to all parts of Circus Building, except Box Seats.

Booking and Plan

ROBINSON PIANO CO.



THE  
SUMMER DRINK.

CAN BE MIXED WITH WATER,  
LEMONADE, SODA, &c., AND MAKES AN  
IDEAL COOLING AND REFRESHING  
DRINK.

IT IS THE MOST POPULAR NON-  
ALCOHOLIC DRINK IN THE UNITED  
STATES.

H. PRICE & CO., LTD.

12, Queen's Road Central.

Hongkong, 21st July, 1911.



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

## "EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

R.M.S. "MONTAGLE" calls at MOI instead of Nagasaki.  
The only line that maintains a Regular Schedule Service of  
12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG  
TO VANCOUVER SAVING 6 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.)  
Connecting with Royal Mail Atlantic Steamers.

From Hongkong  
"EMPEROR OF CHINA" .. Sat., Aug. 12. "EMPEROR OF BRITAIN" .. Fri., Sept. 29.  
"EMPEROR OF INDIA" .. Sat., Sept. 2. "ALLAN LINE" .. Fri., Sept. 29.  
"MONTAGLE" .. Tues., Sept. 12. "EMPEROR OF IRELAND" .. Fri., Oct. 20.  
"EMPEROR OF JAPAN" .. Sat., Sept. 23. "EMPEROR OF IRELAND" .. Fri., Oct. 20.  
"EMPEROR OF CHINA" .. Sat., Oct. 14. "ALLAN LINE" .. Fri., Nov. 10.

From St. John  
"EMPEROR OF INDIA" .. Sat., Nov. 4. "EMPEROR OF BRITAIN" .. Fri., Dec. 1.  
"EMPEROR OF INDIA" .. Sat., Nov. 4. "EMPEROR OF BRITAIN" .. Fri., Dec. 1.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....£71-10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families.

Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ..£43 Via New York ..£45.  
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
D. W. CRADDOCK, General Traffic Agent,  
Corner Pedder Street and Praya (Opposite Blake Pier).

INDO-CHINA STEAM  
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)  
For Steamship On

TIENSIN (SWATOW) CHEONGSHING \* Thursday, 27th July, 4 p.m.  
TSINGTAI, WEIHAI-WEI & CHEFOO .....

MANILA..... LOONGSANG \* .. Saturday, 29th July, 2 p.m.  
MANILA..... YUENSANG \* .. Saturday, 5th Aug., 2 p.m.

SINGAPORE, PENANG & CALUTTA..... KUTSANG \* .. Tuesday, 8th Aug., Noon.  
SHANGHAI, KOBE & MOI..... FOOKSANG \* .. Tuesday, 8th Aug., Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).  
The steamers "Kutsang," "Yuensang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Singapore, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.  
Telephone No. 215.  
Hongkong, 26th July, 1911.

## THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR  
VANCOUVER, SEATTLE and PORTLAND (Or.) via  
SHANGHAI and JAPANESE PORTS.

| Steamer         | Tons D W | Captain         | On or about     |
|-----------------|----------|-----------------|-----------------|
| "ORTERIO" ..... | 11,000   | John Findlay .. | August 4th.     |
| "SUVERIC" ..... | 11,000   | F. Cowley ..... | August 22nd.    |
| "KUMERIC" ..... | 11,000   | G. McGill ..... | September 26th. |

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,  
KING'S BUILDING, Praya Central.

Telephone No. 780,  
Hongkong, 26th July, 1911.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between  
JAVA, CHINA and JAPAN.

| Steamer         | From     | Expected on or about | For   | Will leave on or about |
|-----------------|----------|----------------------|-------|------------------------|
| Tjiluwong ..... | SHANGHAI | 2nd half July        | JAVA  | 2nd half July          |
| Tjipanas .....  | JAPAN    | 2nd half July        | JAVA  | 2nd half July          |
| Tjibodas .....  | JAPAN    | 2nd half July        | JAVA  | 2nd half July          |
| Tjilimah .....  | JAVA     | 1st half Aug.        | JAPAN | 1st half Aug.          |
| Tjiljak .....   | JAVA     | 1st half Aug.        | JAPAN | 1st half Aug.          |
| Tjilatjap ..... | JAVA     | 1st half Aug.        | JAPAN | 1st half Aug.          |
| Tjitaroen ..... | JAVA     | 2nd half Aug.        | JAPAN | 2nd half Aug.          |

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the  
JAVA-CHINA-JAPAN LIJN,  
York Buildings.

Telephone No. 375

## Shipping—Steamers

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION

| DESTINATIONS.                                                                    | STEAMERS.                                                                                                                    | SAILING DATES, 1911                                                                                           |
|----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID..... | KITANO MARU, Capt. F. E. Cape, Tons 9,000<br>IYO MARU, Capt. R. Takeda, Tons 7,000<br>HIRANO MARU, Capt. H. Fraser, T. 3,000 | WEDNESDAY, 2nd Aug., at 10 light.<br>WEDNESDAY, 16th Aug., at Daylight.<br>WEDNESDAY, 30th Aug., at Daylight. |

|                                                                                                                         |                                          |                                |
|-------------------------------------------------------------------------------------------------------------------------|------------------------------------------|--------------------------------|
| VICTORIA, B.C., & SEATTLE via KURE, OYAMA, SHANGHAI, MOI, KOBE, YOKOHAMA, SINGAPORE, PENANG, COLOMBO AND PORT SAID..... | SADO MARU, Capt. J. Richards, Tons 7,000 | SATURDAY, 12th Aug., from KOBE |
|-------------------------------------------------------------------------------------------------------------------------|------------------------------------------|--------------------------------|

|                                                                                                                         |                                                                                 |                                                                 |
|-------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|-----------------------------------------------------------------|
| VICTORIA, B.C., & SEATTLE via KURE, OYAMA, SHANGHAI, MOI, KOBE, YOKOHAMA, SINGAPORE, PENANG, COLOMBO AND PORT SAID..... | AWA MARU, Capt. Iizawa, Tons 7,000<br>INABA MARU, Capt. S. Tomimaga, Tons 7,000 | TUESDAY, 15th Aug., at 4 p.m.<br>TUESDAY, 12th Sept., at 4 p.m. |
|-------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|-----------------------------------------------------------------|

|                                                                              |                                                                                      |                                                           |
|------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|-----------------------------------------------------------|
| SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE..... | KUMANO MARU, Capt. M. Winkler, Tons 7,000<br>YAWATA MARU, Capt. T. Sakai, Tons 5,000 | FRIDAY, 4th Aug., at Noon.<br>FRIDAY, 1st Sept., at Noon. |
|------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|-----------------------------------------------------------|

|                           |                                       |                              |
|---------------------------|---------------------------------------|------------------------------|
| KOBE and YOKO- HAMA ..... | YAWATA MARU, Capt. T. Sakai, T. 5,000 | TUESDAY, 1st August, at Noon |
|---------------------------|---------------------------------------|------------------------------|

|                         |                                      |                                |
|-------------------------|--------------------------------------|--------------------------------|
| KOBE & YOKO- HAMA ..... | TANGO MARU, Capt. Kawata, Tons 8,000 | THURSDAY, 3rd Aug., at 11 a.m. |
|-------------------------|--------------------------------------|--------------------------------|

|                            |                                          |                     |
|----------------------------|------------------------------------------|---------------------|
| SHANGHAI, MOI & KOBE ..... | HAKATA MARU, Capt. H. Nomura, Tons 7,000 | WEDNESDAY, 2nd Aug. |
|----------------------------|------------------------------------------|---------------------|

† Fitted with new system of wireless telegraphy. † Cargo only.  
\* Carries deck passengers. † Calling at Djibouti.

## CHEAPEST SUMMER RATES

between

## HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911

Special Excursion Tickets (1st & 2nd class) available for 3 months.

|                 | YOKOHAMA RETURN. | KOBE RETURN. | MOI RETURN. | NAGASAKI RETURN. |
|-----------------|------------------|--------------|-------------|------------------|
| 1st Class ..... | \$120            | \$110        | \$100       | \$80             |
| 2nd .....       | \$80             | \$70         | \$60        | \$50             |

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days, and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,  
Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For                           | STEAMERS.       | To Sail.          |
|-------------------------------|-----------------|-------------------|
| SWATOW, AMOY & SHANGHAI ..... | "HOIHOW" .....  | 26th July, 4 p.m. |
| SHANGHAI .....                | "LINAN" .....   | 27th " 4 p.m.     |
| HOIHOW & HAIPHONG .....       | "SINGAN" .....  | 28th " 10 a.m.    |
| SHANGHAI .....                | "CHINHUA" ..... | 29th " 11 p.m.    |
| WEIHAIWEI & TIENSIN .....     | "HUICHOW" ..... | 1st Aug. 4 p.m.   |

DIRECT SAILING TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI."

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE.—Twin Screw Steamers "Tou" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. saloon accommodation of s.s. "Kaifeng" is situated on deck aft.

† SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Linan, Chihua) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to  
BUTTERFIELD & SWIRE,  
Agents.

Telephone No. 39,  
Hongkong, 24th July, 1911.

## Shipping—Steamers

## HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,

to  
Marseilles, Havre, Bremen and Hamburg and to New York.

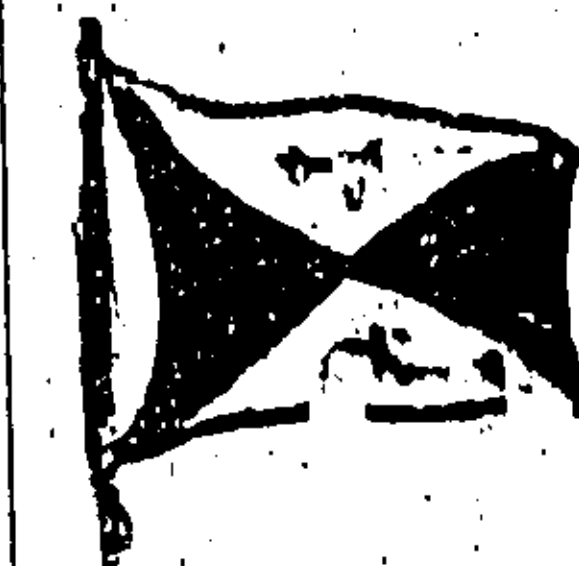
Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## Next Sailings from Hongkong:

| OUTWARD.                                            | HOMEWARD.                                               |
|-----------------------------------------------------|---------------------------------------------------------|
| For Shanghai, Kobe & Yokohama:<br>S.S. Ambria ..... | For Havre, Bremen & Hamburg:<br>S.S. "Spezia" .....     |
| 24th July                                           | 2nd Aug.                                                |
| Alaia .....                                         | For Harbin & Hamburg:<br>S.S. "Liberia" .....           |
| 9th Aug.                                            | 7th Aug.                                                |
| Freienfels .....                                    | For Rotterdam & Hamburg:<br>S.S. "Sigora" .....         |
| 25th Aug.                                           | 12th Aug.                                               |
| Suevia .....                                        | For Havre, Hamburg & Antwerp:<br>"Saxonia" .....        |
| 6th Sept.                                           | 17th Aug.                                               |
| Sachsen .....                                       | For Marseilles, Havre & Hamburg:<br>S.S. "Silbia" ..... |
| 29th Sept.                                          | 21st Aug.                                               |
| Bayern .....                                        |                                                         |
| 6th Oct.                                            |                                                         |

For Further Particulars, apply to—  
Hamburg-Amerika Linie,  
Hongkong Office.

Hongkong, 22nd July, 1911.

HONGKONG—  
PHILIPPINES.  
PHILIPPINES  
STEAMSHIP CO.

| Steamship.   | Tons. | Captain.     | For                   | Sailing Date.               |
|--------------|-------|--------------|-----------------------|-----------------------------|
| RUBI .....   | 4000  | S. Crook ..  | MANILA, CEBU & ILOILO | MONDAY, 31st July, 4 p.m.   |
| ZAFIRO ..... | 4000  | M. C. Smith. | MANILA, CEBU & ILOILO | THURSDAY, 10th Aug., 4 p.m. |

For Freight or Passage apply to

SHEWAN, TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 22nd July, 1911.

## A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

| For | Steamship | Captain | Tons | Leaving |
|-----|-----------|---------|------|---------|
|-----|-----------|---------|------|---------|

For Freight and Passage, apply to

A. R. MARTY,  
24, Des Vaux Road.

Telephone 118.  
Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

| Steamers         | Arrive Hongkong from Australia | Leave Hongkong for Australia |
|------------------|--------------------------------|------------------------------|
| ST. ALBANS ..... | 28th July                      | Saturday, Aug. 19.           |
| EASTERN .....    | 25th Aug.                      | " Sept. 16.                  |
| ALDENHAM .....   | 28th Sept.                     | " Sept. 30.                  |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provision, &c., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co.,  
Agents.

## TOYO KISEN KA'SHA

Imperial Japanese Trans-Pacific Mail Line.

## SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada, and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG  
(SUBJECT TO ALTERATION)

| Steamer             | Tons   | Captain        | Date of Sailing.       |
|---------------------|--------|----------------|------------------------|
| † Tenyo Maru .....  | 21,000 | E. Bent .....  | Friday, July 28, Noon. |
| † Nippon Maru ..... | 11,000 | H. S. Smith .. | Fri., Aug. 18, Noon.   |

† Triple Screw, turbine engines. \* Twin Screw.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Triple Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via KURE, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SINGAPORE, PENANG, COLOMBO, on FRIDAY, the 28th July, at Noon.

## SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO)  
Only Regular Direct Service to MEXICO, PERU and CHILEAN PORTS  
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| Steamer         | Tons   | Captain         | Date of Sailing.         |
|-----------------|--------|-----------------|--------------------------|
| Kiyo Maru ..... | 17,200 | S. Tojo .....   | Tuesday, Aug. 16, Noon.  |
| Buyo Maru ..... | 10,500 | K. Hashimoto .. | Saturday, Oct. 14, Noon. |

The Steamer "KIYO MARU" will be despatched for MEXICO, PERU and CHILEAN PORTS via JAPAN PORTS and HONOLULU on TUESDAY, 28th August, at Noon.

For Further Particulars as to Passage and Freight, apply to  
K. MATSUDA, Local Manager,  
KING'S BUILDING (Opposite Gate Pier)

## COMMERCIAL.

## Shanghai Share Report.

Messrs. J. P. Bisset & Co., say:  
Generally speaking the tone of the market has been perceptibly firmer during the past week. Rubbers in a number of cases showed advance upon previous quotations, probably due to the improvement in the price of rubber and rubber shares at home.

Banks.—H. & S. Banks. No change; rates steady at \$017.1-2. Insurance.—Yungtze Insurance. Steady at present quotations.

Shipping.—Sales of ordinary Tugs reported at Tls. 20 and Koehiens at Tls. 30. Market very quiet.

Docks and Wharves.—Shanghai and Hongkong Wharf. Sales have been done during the week at prices ranging from Tls. 82 to Tls. 84.1-2, the market closing firm at the latter figure.

Mining.—No business reported. Lands.—Shanghai Lands were done at Tls. 93.1-2 with inquiries for more at this rate.

Plantations.—Almas declined steadily to Tls. 7.1-2 and are wanted at this figure. Anglo-Javas showed a marked improvement due to the re-assuring report just issued, and advanced rapidly from Tls. 5.3-4 to Tls. 7.

Other rubber shares remain steady at previous figures, but in many cases a distinctly better feeling is evident.

Cottons.—Ewos are enquired for at Tls. 67.1-2. Shanghai Cottons at Tls. 51. Sales of Laou Kung Mows are reported at Tls. 54. Others remain quiet.

Industrials.—Langkats are a little easier at Tls. 97. Sales of Shanghai Gas shares were effected on the 12th at Tls. 107.

Miscellaneous.—Telephones changed hands at Tls. 64 and Tls. 65. Tramways. Business done at Tls. 60 and more are wanted at Tls. 60.1-2.

Debentures.—All good debentures are wanted, especially Municipal and Gas.

Rubber Quotations.—London quoted Para Rubber, fine hard cure, spot or near, on July 5, 4s. 2d. buyers; 4s. 2d. value; 7, 4s. 3d. value; 8, 4s. 3.1-2d. buyers; 10, 4s. 6d. buyers; 11, 4s. 10d. value.

Sterling Quotations.—The T. T. Rate on London to-day is 2s. 4.3-4d.

The following is the business recorded:—

July 7.—H. & S. Banks \$017.50 cash. French Municipal 6 per cent. debentures Tls. 103 cash. Sungala Tls. 2.50 cash. Dominions Tls. 25 cash. Anglo-Dutch Tls. 1.05 cash. Telephones Tls. 64 cash.

July 8.—Langkats Tls. 97 cash. Telephones Tls. 13 cash. Dominions Tls. 25 cash. Anglo-Javas Tls. 6 cash.

July 10.—H. & S. Banks \$017.1-2 cash. S. & H. Wharf Tls. 82 cash. Anglo-Javas Tls. 6 cash. Chongta Tls. 3.1-4 cash. Telephones Tls. 13 cash. Semambu Tls. 25 cash. Ziangba Tls. 4 cash. Pengkalina Tls. 16 cash. Almas Tls. 7.1-2 cash. Shanghai Lands Tls. 84.1-2 cash. Tramways Tls. 60 cash. Telephones Tls. 65 cash.

July 11.—S. & H. Wharf Tls. 82.1-2 cash. Anglo-Javas Tls. 6.1-2 cash. Yungtze Insurance \$200.00.

July 12.—S. & H. Wharf Tls. 83.1-2 and 84 cash. Anglo-Dutch Tls. 1.05 cash. Anglo-Javas Tls. 6.60 cash. Pengkalina Tls. 16 cash. Shanghai Gas Tls. 107 cash.

July 13.—H. & S. Banks \$017.1-2 cash. S. & H. Wharf Tls. 84 and Tls. 84.1-2 cash. Tugs (ord) Tls. 20 cash. Koehiens Tls. 30 cash. Laou Kung Mows Tls. 54 cash. Gula-Kulumpungs Tls. 11.1-4 cash. Java-Consolidated Tls. 1.1-2 cash. Anglo-Javas Tls. 6.60, 6.2-4 and Tls. 7 cash. Telephones Tls. 65 cash.



## LOG BOOK.

## A Dangerous Dyke.

A notice to the following effect has been issued by the Coast Inspector to the masters and pilots of vessels navigating the Lower Yangtze:—Representations by the Chinese authorities are being made to the effect that the dyke on the north bank of the Yangtze, between Nanking and Tsungyang is, owing to the high river, in danger of being breached; that the danger is increased by the wash of passing steamers and that, therefore, steamers should be instructed to keep as far away from the north bank as possible and should proceed at such a reduced speed as will avoid the wash damaging the dyke.

## New Lighthouse on Elgar Island.

The construction has been commenced of the new lighthouse on Elgar Island, and it is expected that the light will be exhibited by April next. The light is to be similar in character to the in-shore lights already established and will be visible about twenty miles.

## The Port of Tairen.

During June 157 vessels of 219,529 tons entered the port of Tairen and 156 vessels of 215,534 tons cleared. Of these 219 vessels of 314,267 tons were Japanese, 22 vessels of 63,980 tons were British, 20 vessels of 44,799 German, and 20 vessels of 10,265 tons Chinese.

## A Sunken Russian Destroyer.

The sunken vessel discovered in the sea four miles south of Tairen's Tail Lighthouse has been ascertained by divers to be a Russian destroyer of the Yamahiko type, and about 300 tons displacement. The vessel has a branch about 7 feet long in her starboard side amidships, which is thought to have caused her to founder. Her guns, torpedo tubes, and other armaments are unhurt and several guns and torpedo tubes have been recovered. The hull of the vessel is expected to be refloated shortly.

## The New Tungwah.

The Norwegian steamer Prominent has been taken over by the China Merchants' Steam Navigation Company and has been renamed the Tungwah. The ship has sailed for Hakodate in command of Captain J. A. Pratt.

## Capt. J. G. Mutter on Leave.

Captain J. G. Mutter, late of the Indo-China Steam Navigation Company, is at present on a visit to Liverpool, having gone home via the Pacific. It is understood that Captain Mutter intends to return to Hankow in October next.

## The Pacific Mail Co.

The annual report of the Pacific Mail Steamship Company for the year ended April 30 shows a deficit of nearly £1,200,000. The receipts for 1911 amounted to £4,974,819, and the disbursements to £4,819,038, leaving a net income of £1,155,181, against which a sum of £354,457 is charged for repairs, etc., to steamers, leaving a deficit of £1,199,276. The Company has no debts other than those for current expenses.

## Serious Collision.

A collision occurred on June 22 between the Hansa Line steamer Rheinfels, bound for Shanghai from Hamburg, and the British steamer Hedwood. The collision occurred outside of Flushing. The Redwood which was struck on the stem, sank, the crew being saved, and the Rheinfels was enabled to proceed to Antwerp whence, after temporary repairs, she returned to Hamburg.

## Married on a Hilltop.

Miss Eva Hunter, a New York heiress, and her fiancé, Mr. Baylies Walker, a young engineer, travelled two thousand miles to California to be married by moonlight recently on the lonely hilltop where they became engaged two years ago. The bride insisted that the ceremony should take place there before consenting to be married. A clergyman and a hundred friends of the happy couple climbed up with them and found the path so steep that the white-haired minister lost his breath and the ceremony had to be delayed until he could speak. The wedding guests describe the ceremony as the most impressive they have ever witnessed.

## Intimations

## AERTEX CELLULAR.

COOLEST &amp; MOST COMFORTABLE UNDERWEARE

THE SUMMER HIGH GRADE.

J. T. SHAW,

TAILOR AND OUTFITTER.

Hongkong Hotel Buildings,

Queen's Rd. Central. [1258]

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

| WEEK DAYS.               | EVERY 15 MIN. |
|--------------------------|---------------|
| 7.00 a.m. to 8.00 a.m.   | 10 min.       |
| 8.00 a.m. to 10.00 a.m.  | 15 min.       |
| 10.00 a.m. to 11.00 a.m. | 15 min.       |
| 11.30 a.m. to 12.45 p.m. | 15 min.       |
| 12.45 p.m. to 1.15 p.m.  | 15 min.       |
| 1.15 p.m. to 1.45 p.m.   | 15 min.       |
| 1.45 p.m. to 2.15 p.m.   | 15 min.       |
| 2.15 p.m. to 5.00 p.m.   | 15 min.       |
| 5.00 p.m. to 8.10 p.m.   | 10 min.       |

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 min. or.

SUNDAYS.

| WEEK DAYS.               | EVERY 15 MIN. |
|--------------------------|---------------|
| 8.00 a.m. to 10.30 a.m.  | 10 min.       |
| 10.30 a.m. to 11.00 a.m. | 10 min.       |
| 11.00 a.m. to 12.00 noon | 15 min.       |
| 12.00 noon to 1.00 p.m.  | 10 min.       |
| 1.00 p.m. to 5.00 p.m.   | 15 min.       |
| 5.00 p.m. to 6.00 p.m.   | 10 min.       |
| 6.00 p.m. to 7.00 p.m.   | 15 min.       |
| 7.00 p.m. to 8.10 p.m.   | 10 min.       |

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS &amp; SON.

General Managers, Hongkong, 16th June, 1911.



SUN GLASSES.

Any tint made to any prescription.

No charge for testing sight.

Repairs of all description made by competent workmen.

N. LAZARUS,

Ophthalmic Optician,

1A, D'Aguiar Street,

Hongkong, 24th July, 1911. [929]

THE CHINA PROVIDENT

LOAN AND MORTGAGE

CO., LD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property,

and

Goods received on Storage.

Advances made on Merchandise.

Leases made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &amp; CO.,

Undertaken and Executed.

SHEWAN, TOMES &amp; CO.

General Managers.

(Hongkong, 19th March, 1908. [741])

## Mails.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

| FOR                             | STEAMERS        | TO SAIL ON      | REMARKS.                   |
|---------------------------------|-----------------|-----------------|----------------------------|
| LONDON & ANTWERP                | WERP v. S. 8000 | 27th July       | Freight and Passage.       |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | Socotra         | About 27th July | Freight only.              |
| SHANGHAI                        | Dezhnev         | About 3rd Aug.  | Freight and Passage.       |
| LONDON, VIA USUAL PORTS OF CALL | Dezhnev         | 5th Aug.        | See Special Advertisement. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | Sardinia        | About 10th Aug. | Freight and Passage.       |

For Further Particulars, apply to.

P. &amp; O. S. N. Co.'s office, Hongkong, 24th July, 1911.

E. A. HEWETT, Superintendent.

[4]

## NORDDEUTSCHER LLOYD.

## IMPERIAL GERMAN MAIL LINES.

For STEAMERS. To SAIL ON

|                                                                    |                         |                               |
|--------------------------------------------------------------------|-------------------------|-------------------------------|
| NAPLES, GENOA, ALOIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN | "Prinzess Alice" 20,000 | WEDNESDAY, 26th July, at Noon |
| SHANGHAI, TSINGTAU, KOBE and YOKOHAMA                              | "Kleist" 17,000         | About WEDNESDAY, 26th July.   |

MANILA, YAP, MA-ROON, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY &amp; MELBOURNE

"Prinz Waldemar" 6,100

SATURDAY, 12th August, at 4 p.m.

All the steamers of the European Line are fitted with Wireless Telegraphy.

New System of Teletypen.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 19th July, 1911. [7]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs net.

In Bags of 250 lbs net

SHEWAN, TOMES &amp; CO

General Managers.

Hongkong, 16th Aug., 1910. [81]

JOHN THOMAS COTTON.

VETERINARIAN &amp; FARRIER

(Qualified).

No. 1, Queen's Road East,

HONGKONG.

29th April, 1911. [1095]

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Voeux Road Central.

Telephone No. 800.

Hongkong, 2nd Jan., 1911. [7]

SHIPBUILDERS, SALVORS AND REPAIRERS. BOILERMAKERS.

FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships,

Engines, Boilers, Railway Rolling Stock, Bridges, and all

Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic &amp; Pneumatic Tools

installed throughout the Works.

50-ton Hydraulic TESTING MACHINE

for Chains, Wire Ropes, Rivets

and Metal Specimens.

TAIKOO DOCKYARD &amp; ENGINEERING CO.

OF HONGKONG, HONGKONG

Telephone Address—TAIKOODOCK

BUTTERFIELD &amp; SWIRE.

HONGKONG, CHINA &amp; JAPAN.

## Shipping—Steamers.

## DOUGLAS STEAMSHIP CO. LD Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 2 to 10 days.)

HAITAN ... Capt. J. S. Roach ... FRIDAY, 28th July, at 1 p.m.

Haitan ... Capt. W. C. Passmore ... TUESDAY, 1st Aug., at 1 p.m.

FOR SWATOW AND RETURN. (Occupying 3 Days.)

Haimun ... Capt. A. H. Stewart ... WEDNESDAY, 26th July, at 1 p.m.

SUNDAY, 30th July, at Noon.

During the months of JULY and AUGUST, RETURN TICKETS

available for three months will be issued at a reduction of 20% on the usual rate to Fochow.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak &amp; Co.,

General Managers.

957]

Consignee

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APGAR,"

having arrived from the above ports, consignees of cargo are hereby informed

that their goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 26th inst., will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON &amp; CO., LD.

Agents.

Hongkong, 24th July, 1911. [1270]

-3EN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

SS. "BENLAWERS,"

FROM LEITH, MIDDLEBRO', LONDON &amp; STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being

landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., since and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 19th July, 1911. [1267]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"DELHI"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:

From London, &amp;c., ex a.s. "Mores."

From Persian Gulf, ex a.s. B. I. S. N. and B. &amp; P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 26th inst. at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Tuesdays.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 20th July, 1911. [6]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM &amp; ANTWERP.

THE Steamship

"PEMBROKEHIRE,"

Captain W. Barr (it), will be despatched as above about 24th August.

The attention of passengers is directed to the splendid accommodation afforded by this steamer at cheap rates.

A Doctor and Stewardess are carried, and all cabins have electric fans.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., LD.

Agents.

Hongkong, 20th July, 1911. [1269]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM &amp; ANTWERP.

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JARDINE, MATHESON &amp; Co., LD.

Agents.

Hongkong, 20th July, 1911. [1269]

## To Sail



## The Peninsular &amp; Oriental Steam Navigation Company.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR DARAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"DELHI,"

Captain H. S. Bradshaw, carrying the Majesty's Mails, will be despatched from this for Bombay, &amp;c., on SATURDAY, the 26th July, at 1 p.m., at Noon, taking passengers and Cargo in connection with the Company's "Molavia," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &amp;c., will be conveyed via Bombay by the a.s. "Caledonia," due in London on the 17th September, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 22nd July, 1911. [4]

DIRECT TO SOUTH AFRICA.

S.S. "BARON ARDROSSAN."

THE above steamer will be despatched on or about 20th August, direct for Delagoa Bay, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

For Freight, apply to

GILMAN &amp; CO.

Hongkong, 5th July, 1911. [1251]

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the REVENUE FARMS in the STATE OF NORTH BORNEO from 1st January, 1912, as set out hereunder:—

Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock Noon on the 1st day of September, 1911, for the purchase of the exclusive privileges of the Farm enumerated below for a period of 1, 2 or 3 years commencing on the 1st January, 1912.

The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1912, 1913 and 1914; a different sum may be offered for the first, second and third years respectively. The prices offered for the separate years should be framed on a sliding scale according to the number of coolies. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm.



## COMMERCIAL.

## EXCHANGE.

| Selling.                         |           |
|----------------------------------|-----------|
| London—Bank T.T.                 | 1/9 1/2   |
| Do. Demand                       | 1/9 9/10  |
| Do. 4 months sight               | 1/9 11/16 |
| France—Bank T.T.                 | 2.20 1/2  |
| America—Bank T.T.                | 43 1/2    |
| Germany—Bank T.T.                | 1.83      |
| India T.T.                       | 184       |
| Do. Demand                       | 184 1/2   |
| Shanghai—Bank T.T.               | 74 1/2    |
| Sang.—Bank T.T. per H.K. \$100   | 76 1/2    |
| Japan—Bank T.T.                  | 88        |
| Java—Bank T.T.                   | 107 1/2   |
| Buying.                          |           |
| 4 months sight L/O.              | 1/9 1/2   |
| 6 months sight L/O.              | 1/10      |
| 80 days sight San Fco & N York   | 44 1/2    |
| 4 months sight do.               | 45 1/2    |
| 30 days sight Sydney & Melbourne | 1/10 1/2  |
| 4 months sight France            | 2.21      |
| 6 months sight do.               | 2.23      |
| 4 months sight Germany           | 1.87 1/2  |
| Bar Silver.                      | 24 1/2    |
| Bank of England rate             | 3 1/2     |
| Sovereign.                       | \$11.06   |

## POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

## A Mail will close for—

|                                                                                                                                                                                                                                  |                   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| Holow and Pakhoi—Per Triumph                                                                                                                                                                                                     | 26th July, 8 a.m. |
| Pakhoi and Haiphong—Per Hongkong                                                                                                                                                                                                 | 26th July, 9 a.m. |
| Haiphong—Per Hanoi, 26th July, 9 a.m.                                                                                                                                                                                            |                   |
| Manila—Per Inverclyde, 26th July, 9 a.m.                                                                                                                                                                                         |                   |
| Saigon—Per Yachting, 26th July, 10 a.m.                                                                                                                                                                                          |                   |
| Europe, &c., India via Taitoria—Per Princess Alice, 26th July, 11 a.m.                                                                                                                                                           |                   |
| Swatow—Per Haiman, 26th July, noon.                                                                                                                                                                                              |                   |
| Amoy and Shanghai—Per Tjiuwong, 26th July, 1 a.m.                                                                                                                                                                                |                   |
| Shanghai, Nagasaki, Kobe and Yokohama (Siberian Mail to Europe)—Per Rikst, 26th July, 3 p.m.                                                                                                                                     |                   |
| Swatow, Amoy and Shanghai—Per Holow, 26th July, 3 p.m.                                                                                                                                                                           |                   |
| Singapore, Penang and Calcutta—Per Sima, 27th July, 11 a.m.                                                                                                                                                                      |                   |
| Macao—Per Sui Tai, 27th July, 1.15 p.m.                                                                                                                                                                                          |                   |
| Shanghai—Per Linan, 27th July, 3 p.m.                                                                                                                                                                                            |                   |
| Swatow, Tientsin, Wei-haiwei, Chefoo and Tientsin—Per Cheong-shing, 27th July, 3 p.m.                                                                                                                                            |                   |
| Shanghai, Kobe and Moji—Per Arratoon Apar, 27th July, 5 p.m.                                                                                                                                                                     |                   |
| Amoy and Taku—Per Soshu-maru, 28th July, 9 a.m.                                                                                                                                                                                  |                   |
| Holow and Haiphong—Per Singan, 28th July, 9 a.m.                                                                                                                                                                                 |                   |
| Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama, Honolulu and San Francisco—Per Tenyo-maru, 28th July, 11 a.m.                                                                                                    |                   |
| Swatow, Amoy and Fochow—Per Haitan, 28th July, noon.                                                                                                                                                                             |                   |
| Singapore, Penang and Calcutta—Per Gregory Apar, 28th July, noon.                                                                                                                                                                |                   |
| Macao—Per Sui Tai, 28th July, 1.15 p.m.                                                                                                                                                                                          |                   |
| Batavia, Cheribon, Samang and Sourabaya—Per Tjipanas, 29th July, 11 a.m.                                                                                                                                                         |                   |
| Manila (taking Mail for Cebu and Iloilo)—Per Loongsang, 29th July, 1 p.m.                                                                                                                                                        |                   |
| Macao—Per Sui Tai, 29th July, 1.15 p.m.                                                                                                                                                                                          |                   |
| SHANGHAI SIBERIAN Mail to Europe—Per Chihua, 29th July, 6 p.m.                                                                                                                                                                   |                   |
| Swatow—Per Haiman, 30th July, 9 a.m.                                                                                                                                                                                             |                   |
| Manila, Cebu and Iloilo—Per Rubi, 31st July, 3 p.m.                                                                                                                                                                              |                   |
| Kobe and Yokohama—Per Yawata-maru, 1st Aug., 10 a.m.                                                                                                                                                                             |                   |
| Europe, &c., India via Taitoria—Per Arratoon Apar, 1st Aug., noon.                                                                                                                                                               |                   |
| Swatow, Amoy and Fochow—Per Haiching, 1st Aug., noon.                                                                                                                                                                            |                   |
| Wei-haiwei and Tientsin—Per Holow, 1st Aug., 3 p.m.                                                                                                                                                                              |                   |
| Singapore, Penang and Calcutta—Per Kitano-maru, 1st Aug., 5 p.m.                                                                                                                                                                 |                   |
| Manila, (taking Mail for Cebu and Iloilo) Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Kumano-maru, 4th Aug., 10 a.m. |                   |

## SHIPPING NEWS.

## MAILS DUE.

Pacific (Pots) 25th inst.  
German (Prinzess Alice) 25th inst.  
German (Kleis) 26th inst.  
Pacific (Korea) 1st prox.

The Canadian Pacific Railway Company's R.M.S. Montezuma which left here on the 28th ult., arrived at Vancouver, B.C., on the 21st inst.

The s.s. Dunedin left Moji on the 22nd inst., and is therefore due here on the 28th inst.

The s.s. Fookang left Calcutta for the Straits and this port on the 20th inst., and is due here on the 26th prox.

The s.s. Lightning from Calcutta left Singapore this afternoon and may be expected here on the 30th inst.

## ARRIVALS.

Holow, Br. s.s., 899, G. F. Longford, n.m., 24th July—Shanghai via Amoy and Swatow 23rd July, Gen.—B. & S.

Singan, Br. s.s., 1,047, F. Jamieson, 24th July—Haiphong and Hanoi 23rd July, Gen.—B. & S.

Haiman, Br. s.s., 641, A. H. Stewart, 25th July—Swatow 24th July, Gen.—D. L. & Co.

Peria, Am. s.s., 2,734, A. Lockett, 24th July—San Francisco 23rd June, Gen.—P. M. S. S. Co.

Hangchow, Br. s.s., 930, Byers, 25th July—Nanchang 17th July, Gen.—B. & S.

Kwongkong, Br. s.s., 1,428, Richard, 25th July—Shanghai 24th and Swatow 24th July (Gen.—J. M. & Co.

Soshu Maru, Jap. s.s., 1,805, K. Sakana, 25th July—Canton 24th July, Gen.—O. S. K.

Calchas, Br. s.s., 4,728, Rodway, 26th July—Shanghai 22nd July, Gen.—B. & S.

## CLEARANCES AT THE HARBOUR OFFICE.

Haiphong, for Swatow.  
Kwongkong, for Canton.  
Taishun, for Shanghai.  
Tenn, for Manila.  
Triumph, for Holow.

## DEPARTED.

July 25.  
Canada-maru, for Tacoma.  
Haiphong, for Canton.  
Bingo-maru, for Singapore.  
Sinn, for Shanghai.  
Paris, for Singapore.  
Fukui-maru, for Kobe.  
Sabine Rickman, for Fochow.  
Longmou, for Canton.  
Tenn, for Manila.  
Joanne, for Haiphong.  
Chibi, for Wei-haiwei.  
Taishun, for Shanghai.  
Bosphorus, for Tientsin.  
Sitra, for Holow.

## PASSENGERS ARRIVED.

Per Persia, arrived 25th July, from San Francisco, &c.:  
Auld, J. H.  
Morton, V.  
Lawson, H. W.  
Rutherford, Mrs.  
Chang, V. E.  
Davis  
Chun Ching  
Selden, C. C.  
Hilton, Bert  
Wilson, Mr. and  
Jones, Miss Ethel  
Kan Hin Yin  
Wilson, Master R.  
Lawrie, Mr. and  
Mrs. J. P.

## To Let

## TO LET.

GODOWNS in MASON'S LANE good for storage of Wines and other articles. Rent moderate. The BUILDING now in occupation of The Mercantile Bank of India to be let from 1st January, 1912. Apply to—  
DAVID SASSOON & Co.  
Hongkong, 12th July, 1911. [1057]

## TO LET.

GODOWN No. 5A, DUNDON STRAITS.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.  
Hongkong, 14th July, 1911. [4]

## TO LET.

GODOWNS at Blue Buildings, 4A, Praya East.  
"CREGAN," 89, The Peak.  
No. 10, MACDONNELL ROAD.  
OFFICES in KINO'S BUILDING, 4th Floor.  
GODOWNS, 151 to 155, PRAYA EAST.  
SEMI-EUROPEAN FLATS East corner of Observation Place. The Trans stop at the door.  
Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.  
19, CONDUIT ROAD.  
FLAT in Blue Buildings, 4 Praya East.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO. LIMITED.  
Hongkong, 1st July, 1911. [189]

## TO LET.

GODOWNS at Blue Buildings, 4A, Praya East.  
"CREGAN," 89, The Peak.  
No. 10, MACDONNELL ROAD.  
OFFICES in KINO'S BUILDING, 4th Floor.  
GODOWNS, 151 to 155, PRAYA EAST.  
SEMI-EUROPEAN FLATS East corner of Observation Place. The Trans stop at the door.  
Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.  
19, CONDUIT ROAD.  
FLAT in Blue Buildings, 4 Praya East.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO. LIMITED.  
Hongkong, 1st July, 1911. [189]

## Hotels.

## HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Hongkong, 20th April, 1911.

J. H. TAGGART, Manager. [25]

## GRAND HOTEL.

Telephone 197.

MANAGEMENT &amp; COUSINE UNDER EUROPEAN MANAGEMENT.

857]

F. REICHMANN, Proprietor.

## ASTOR HOUSE.

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

ENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

Telephone, 170

N. BLUMENTHAL,

Manager.

Telegrams "Astor." [24]

## OPEN AIR SKATING RINK

## BELLE VIEW HOTEL.

Telephone No. 907.

SESSIONS 10 A.M. to 12 Noon.

2 P.M. to 4 P.M.

Admission 25 cents.

5 P.M. to 8 P.M.

9 P.M. to 11 P.M.

Admission 50 cents.

String Band will play at the above Hotel every Sunday commencing from 4 p.m. to 10 p.m.

W. GALLAGHER,

Manager.

Hongkong, 11th July, 1911.

[25]

## HOTEL CRAIGIEBURN.

## PLUNKET'S GAP

The Peak,

near the Tram Terminus.

Tel. 56.

For Terms, apply to the

MANAGER.

[27]

## HOTEL VISITORS.

## HONGKONG HOTEL.

Albert, K.

Apar, Mrs. E. M.

Becker, G.

Bingham, Mrs. G.

Blanch, N. E.

Chivers, P. T.

Clark, D. E.

Davidson, N. K.

D'Oettingen, V.

Drew, W. O.

Eames, E. J. W.

Ehrenfels, Mr. and

Mrs. H. O.

Evans, G. H.

Fenn, W. S.

Fisher, H. G.

Fuller, Denman

Goulbourn, V.

Gratana, D. M. G.

Hall, Capt. T. P.

Helm, H. T.

Hewitt, Hon. Mr.

and Mrs. E. A.

Hamilton, J. C.

Harrison, A.

Holmes, Mr. and

Mrs. C. E.

Hough, Dr. S.

Hurst, Capt. P.

Innes, Capt. R.

Innes, Miss E.

Jobb, Mr. and Mrs.

Joseph, R. M.

Lawrie, J. M.

Marsay, Miss K.

Mickle, D. M.

Mitchellmore, E. V.

Moulter, Mr. and

Mrs. A. B.

North, W.

Ozdon, J. C.

Patterson-Belly,

Miss E.

Pingdengolas, C.

Pratt, E. A.

Priehard, A. T.

Ray, E. H.

Rho's, H.

## GRAND HOTEL.

Almeida, Dr.

Almeida, B. A. A.

Do

Ajix, Mr.

Benson, J. H.

Crow, A. B.

Evans, Mr.

Fairley Mr. &amp; Mrs.

&amp; Child

Hilton, Rev.

James, B.

Key, Dr. F.

Moorey, R. J.

Muller, Mr.

Namianga, P. W.

L.

## ASTOR HOUSE.

Au Young Chun

Barrel, P.

Bell, Miss Bella

Bell, Miss Mary

Brody, A.

Brown, J.

Carpi, G.

Cherry, B.

Coleman, S. B.

Dawson, H. W.

Early, J. C.

Eberly, Mr. &amp; Mrs.

D. A.

Engel family

Fillis Mr. &amp; Mrs.

Goodwin, W. J.

Gourgey, M.

Grant, Mrs.

Hammer, P.

Hanzik, H. J.

Johnson, R. P.

Jones, E. M.

Joseph, J.

Kong Yau

Lapique, P. A.

Lugbill, V.

McPherson, D. B.

Zeno, Mr.

Michele, Mrs.

Moody, N.

Morris, Mrs. K.

do

Parasut, Mr. and

Mrs.

Pitney, C. L.

Powers, C. A.

Randon, L.

Rose, Jno

Schroder, W.

Scott, Mrs. I. M.

Shepard, A. C.

Short, Dr. A. S.

Sizer, P. K.

Smith, J.

Smith, W.

Snyder, E. S.

Sprinkle, W.

Tritton, Mr.

Turner, J.

Urban, Mr. and

Mrs.

Wagner, E. H.

Williams, W. A.

Wright, J. M.

Zeno, Mr.

## SHARE REPORT.

B-SELLERS. BA-SALE. B-BUYERS.

| STOCKS & PAID UP VALUE.   | CLOSING QUOTES. | LAST DIVIDEND AND DATE. | RETURN ON LAST YEAR'S DIV.                                        |
|---------------------------|-----------------|-------------------------|-------------------------------------------------------------------|
| Hongkong & S'hai          | \$125           | \$30 10 b.              | Final of £2 5/- at 1/10                                           |
| National Bank             | 65              | \$10                    | \$24 54 for half year ended 31-12-10, making 44. 5s. for the year |
| Canton                    | 50              | \$2 10                  | In Liquidation                                                    |
| North China               | 25              | \$10 1/2 b.             | \$15 for 1909                                                     |
| Unions                    | 100             | \$8 1/2                 | Interim of 10/- for 1910                                          |
| Yangtze                   | 250             | \$200 b.                | Final of £20 making \$50 for 1909 and Interim of \$30 for 1910    |
| China Fire                | 20              | \$12 1/2 b.             | \$12 for 1909 and Int. of \$3 on account of 1910                  |
| Hongkong Fire             | 50              | \$3 3/4 b.              | \$7 & 5/8 of \$2 for 1909                                         |
| China & Manila            | 25              | \$10 1/2 s.             | \$27 for 1909                                                     |
| Douglas Steamships        | 50              | \$19                    | \$1 for 1906                                                      |
| Steamboats                | 15              | \$30 1/2 s.             | 5 p.c. for year end'g 30-6-08                                     |
| Indo-China                |                 |                         | Dividend of \$1 1/2 for half year ending 31-12-10                 |
| (Preferred)               | 25              | \$5 1/2 b.              | 9% final making 0% for 1908-09 div. for 1909 on preferred shares  |
| (Deferred)                | 25              | \$5 1/2 b.              | 1/- per share Coupon No. 16 2/8 per share Coupon No. 16 for 1910. |
| "Shell" Transports        | 25              | \$11 1/2 b.             | Div. 7 p. c. for year end'g 30.4.11                               |
| "Star Ferry"              | 10              | \$2 1/2 b.              | 5%                                                                |
| REFINERIES.               |                 |                         | 6%                                                                |
| China Sugars              | 100             | \$10 1/2 s.             | \$10 for 1910                                                     |
| Luzon Sugars              | 100             | \$25 s.                 | \$3 for 1897                                                      |
| Chinese Engineering       | 25              | T 13                    | Interim of 1/- on account for year ending 28.2.11 (Coupon No. 16) |
| Headwaters                | P. 10           | P. 10                   | first year                                                        |
| DOCKS, WHARVES, & GODOWNS | 25              | \$2                     | 1s. 2d. per share on 150,000                                      |
| Kowloon Wharfs            | 50              | \$50 s.                 | \$1 1/2 for year end'g 31.12.00                                   |
| H. K. & W'pon Docks       | 50              | \$57 s.                 | \$3 for year ending 31.12.10                                      |
| Shanghai Docks            | T. 100          | T. 50                   | \$1 1/2 for year end'g 31.12.10                                   |
| Hongkong Wharfs           | T. 100          | T. 34 1/2               | T. 2 1/2 for 1910                                                 |
| LANDS, HOTELS & BUILDINGS |                 |                         | Final of Tls. 4 for 1910                                          |
| Anglo French Lands        | T. 100          | T. 90 s.                | Tls. 6.25-2.10                                                    |
| Hongkong Hotels           | 50              | \$119                   | \$3 on old shares, \$1.50 on new shares for half year 31-12-10    |
| Hongkong Lands            | 100             | \$37 b.                 | 1s. 10d. div. of \$3 for 1911                                     |
| Humphreys Estates         | 10              | \$6 1/2 s.              | 4s. 6d. for 1910                                                  |
| Kowloon Lands             | 30              | \$25 b.                 | \$2 1/2 for 1910                                                  |
| Shanghai Lands            | T. 30           | T. 9 1/2                | Tls. 6 for 1910                                                   |
| West Point                | 50              | \$47                    | Interim div. of \$2 for 1911                                      |